



**CITY OF NORTH SALT LAKE
TRAILS & ACTIVE TRANSPORTATION COMMITTEE MEETING
NOTICE & AGENDA
OCTOBER 13, 2026
6:00 P.M.**

Notice is given that the City of North Salt Lake's Trails & Active Transportation Committee will hold a meeting on the above noted date and time at City Hall - Conference Room, 10 East Center Street, North Salt Lake, Utah. Some committee members may participate electronically. The following items of business will be discussed; the order of business may be changed as time permits.

AGENDA ITEMS

1. Welcome and Introductions
2. Public Comment
3. Approval of Minutes of September 8, 2026 Meeting
4. Staff Updates
5. City Council Updates
6. Discussion and Recommendation of Trails Master Plan
7. Drafting of 2026 Annual Report for the City Council
8. Committee Member Discussion Items
 - a) Summer Trail Series 2027
 - b) Other Items as Needed
9. Discussion on Future Agenda(s)
10. Adjourn

Trails & Active Transportation Committee meetings are open to the public. If you need special accommodation to participate in the meeting, please call (801) 335-8709 with at least 24 hours' notice.

Notice of Posting:

I, the duly appointed City Recorder for the City of North Salt Lake, certify that copies of the foregoing agenda were posted on the Utah Public Notice Website:

<https://www.utah.gov/pmnl/>, City's Website:

<https://www.nslcity.gov>, and at City Hall: 10 East Center Street, North Salt Lake.

Date Posted: October 7, 2026


Wendy Page, City Recorder



CITY OF NORTH SALT LAKE
TRAILS AND ACTIVE TRANSPORTATION COMMITTEE MEETING
CITY HALL 10 EAST CENTER STREET, NORTH SALT LAKE
SEPTEMBER 8, 2026

DRAFT

PRESENT: Brent Crowther
Pedro Huebner, Vice Chair
Ted Knowlton, City Council
Ryan Oakes, Chair
Kyle Poulter
Peter Wirthlin

STAFF PRESENT: Jon Rueckert, Public Works Director; Ali Avery, Long Range Planner; TJ Riley, Parks Superintendent.

1. WELCOME AND INTRODUCTIONS

Ryan Oakes, Chair, called the meeting to order at 6:02 p.m.

2. PUBLIC COMMENT

There were no public comments.

3. APPROVAL OF MINUTES

The Trails and Active Transportation Committee meeting minutes of July 14, 2026 were reviewed and approved.

Committee Member Huebner moved that the Trails and Active Transportation Committee formally approve the meeting minutes from July 14, 2026 meeting. Committee Member Poulter seconded the motion. The motion was approved by Committee Members Huebner, Oakes, and Poulter. Committee Members Wirthlin and Crowther were excused and not present for the vote.

4. STAFF UPDATES

Ali Avery reported on the Trails Master Plan including the stakeholder meeting on August 27th and collaborating with Salt Lake City through an interlocal agreement. She noted that the

interlocal agreement would have extended the deadline for the Trails Master Plan. She continued that Salt Lake has since done a sole source contract in place of their typical procurement process which meant that Salt Lake City would be starting their own process rather than extending North Salt Lake's process. She continued that Salt Lake's trail planning process would begin now and extend through February.

Ms. Avery said the two cities would jointly apply for funding for NEPA documentation to permit trails on Forest Service Land. She said while there was no match requirement that the City would provide a \$5,000 match. She continued that this was the final review period for the Trails Master Plan.

Peter Wirthlin arrived at 6:07 p.m.

Councilmember Knowlton arrived at 6:07 p.m.

Ali Avery noted that while the City was concluding their Trails Master Plan process that Salt Lake was just beginning theirs and would be completed in February. She encouraged the Trails Committee to review the final Trails Master Plan draft and provide any feedback or comments by September 18th.

Ali Avery spoke on the timeline of adoption for the Trails Master Plan:

- October 13-Recommendation/review by the Trails Committee
- October 20- Review by City Council (consultant presentation)
- November 4- Adoption by City Council

Peter Wirthlin asked about NEPA funding and the reason behind the new study. Ali Avery replied that the new study requirements were for the entire forest service zone (Bountiful to the Avenues in Salt Lake). She said the City and Salt Lake would be jointly applying for a funding initiative through the Outdoor Recreation Initiative (ORI) which was due on September 11th. She noted that this funding would cover the NEPA environmental work for the Forest Service Trails. She stated that while no match was required that both cities would contribute \$5,000 each. She confirmed the total cost for NEPA work would be \$121,000 so the funding request would be for \$111,000.

Ali Avery said the funding awards would be announced in December and the City would then apply for the spring NEPA review period with the Forest Service. She explained the Forest Service review process would take nine months.

Ali Avery then provided an update on the South Davis Greenway and said there had been unanimous acceptance from three of the four City Councils including Centerville, Farmington, and North Salt Lake. She noted that the information was being presented to the Bountiful City Council on September 8th. She explained that if all four cities accepted the feasibility study that each mayor would sign a letter of support which would be included in the feasibility study and provided to the State for Utah Trails Network funding.

Councilmember Knowlton noted that this would also provide the means for the cities to search for additional funding sources.

Ali Avery clarified that this was for State funding and explained how Federal funds would make the project unattainable due to certain requirements such as the Build America, Buy America (BABA) which required all products and materials to be produced in the U.S.

Councilmember Knowlton commented there were other funding sources outside of Federal funds.

Peter Wirthlin asked about funding through the Utah Trail Network or other sources. Ali Avery said while there was no match requirement with Utah Trail Network funding that the City may need to provide a match for alternate funding sources. She added that the City Council would likely not support a 50/50 match for the total project amount as it was \$14 million so outside funding was crucial to obtain.

5. CITY COUNCIL UPDATES

Councilmember Knowlton shared the City Council supported the South Davis Greenway unanimously. He said there would be some controversy with this project including some misconceptions from the public. He then noted that Centerville voted unanimously and supported the project even with public controversy there as well. He added that this was an unusual project and mentioned that even though it was early in the process that there was reason to be optimistic.

6. REVIEW OF TRAILS MASTER PLAN RECOMMENDATIONS

Ali Avery said she had drafted a letter of support for the ORI application which the Trails Committee chair, Ryan Oakes, would sign. She then reviewed the Trails Master Plan including the maps, the alignments, and the plan including maintenance recommendations. She presented a map detailing the recommendation zones (Wild Rose, Woodbriar, neighborhood, future planning for Bountiful and Salt Lake) and trails (sanctioned, social, and Bonneville Shoreline) with Wild Rose and Woodbriar as highest priority.

Ali Avery then presented the recommended actions and conceptual additions to the North Salt Lake Trails System map. She said this map included trails to maintain, remove, add, proposed addition to the BST, or U.S. Forest Service.

The Committee reviewed several spots including the trail on Gary Way near Eaglewood Golf Course as well as a potential connection off Springhill Drive, and realignment at Springhill Geologic Park. They also discussed the locations and potential removal of benches, trailheads, stairs, and what should be included in the Trails Master Plan such as downhill tracks.

Peter Wirthlin mentioned the concept of a hub at crossings with a platform or other structure to help control traffic. He noted that several cities including Bountiful and Park City had or were considering installing hubs.

Ryan Oakes mentioned the single track downhill and asked if a conceptual idea like this was not included in the Trails Master Plan if that would prevent it from being considered in the future. Ali Avery replied that it might make it more difficult to get buy in or approval for projects and corresponding funds if they were not included in the Trails Master Plan.

Councilmember Knowlton asked about next steps related to the comments and suggestions made tonight and if they should be given to the consultant, SE Group. Ali Avery replied that any technical comments or small adjustments could be given to the consultant. She said bigger items like the stairs challenge could be included as a note in the plan related to future development.

The Committee also noted the location of a pump track (above the landslide), a trail/catwalk easement, and Woodbriar area changes (downhill and multiuse trails).

Brent Crowther arrived at 6:48 p.m.

Ali Avery requested an alignment for the ravine trail in the Woodbriar area and what should be removed or realigned. She mentioned that any spot designated as a trailhead should include bathrooms and parking per the Forest Service. She said potentially some arguments could be made to just have a few parking spots and a portable toilet could be setup at this trailhead similar to Porter's Landing until use data shows that a full trailhead is necessary.

Ms. Avery then reviewed the Wild Rose zone.

Brent Crowther asked why connectivity between Wild Rose and Tunnel Springs was not shown. Ali Avery replied that it was part of Salt Lake City and the consultant was instructed to go just north of the BST. She said Salt Lake would include the connectivity on their plan. She reiterated

that the City was working collaboratively with Salt Lake including on funding and with the Forest Service.

Ali Avery reviewed the Conceptual Management of the North Salt Lake Trail System which included multi-use trails, bike only trails, hike only trails, the Bonneville Shore Line Trail (BST), recommended signage (including critical signage) locations, and U.S. Forest Service. She then presented the trails plan which included use of the trails, conditions, zone approach, implementation plan, removal and addition of trails, maintenance recommendations, e-bikes, mitigate problems with wildlife, and dogs. She then shared the five year prioritization plan including goals, NEPA process, grant funding, designs/building, and completing signature projects. She requested the Committee share their comments in the SharePoint document before September 18th.

7. COMMITTEE MEMBER DISCUSSION ITEMS

a. COORDINATION OF FUTURE EVENTS

Ali Avery shared upcoming events:

Get to the River on September 12th at 8:30 a.m. Riverview Boat Ramp (Brent/Ted)
Rudd Block Party on September 12th at 5:30 p.m. Rudd's backyard (Kyle)
Summer Trail Series on September 19th at 9 a.m. Foxboro Wetlands (Pedro)
Trail Cleanup on October 3rd at 8 a.m. Wild Rose

Pedro Huebner requested educational information on the Foxboro Wetlands to share with those that attended this event. Ali Avery replied that she could provide this information. She also suggested providing snacks at the event which would be reimbursed.

The Committee reviewed the 9/11 cleanup at Porters Landing and watched a short video clip of Ryan Oakes speaking to the news during this event. They then discussed the October trail event including potential dates (3rd or 10th), locations (Wild Rose) and tasks (clean out drainage, trash pickup, branch removal, improvements, install signage). They tentatively determined the trail event would be installing signage and improvements at Wild Rose on October 3rd. Ali Avery suggested volunteers bring loppers, rakes, and gloves.

b. OTHER ITEMS AS NEEDED

There was no discussion about other items.

197 8. DISCUSSION ON FUTURE AGENDA(S)

198
199 The following items were mentioned to include on a future agenda:
200

- 201 • Future of summer trail series (continuation, stickers, themed)
- 202 • Staff updates
 - 203 ○ Master Plan update
- 204 • City Council updates
- 205 • Committee Member Discussion items:
 - 206 ○ Coordination of future events
 - 207 ○ City Council report (January?)
- 208 • Adopt a Trail/Stewardship Program
- 209 • Other items as needed
- 210 • Discussion on future agenda

211
212 9. ADJOURN

213
214 The meeting was adjourned at 7:38 p.m.
215

216 *The foregoing was approved by the Trails and Active Transportation Committee of the City of*
217 *North Salt Lake on October 13, 2026 by unanimous vote of all members present.*
218
219

220
221 _____
Ryan Oakes, Chair

Wendy Page, City Recorder

North Salt Lake Trails Master Plan

2026



CITY OF
NORTH SALT LAKE
UTAH



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Introduction

About the North Salt Lake Trails Master Plan

The hillside trails in North Salt Lake (NSL or “the City”) are one of the community’s most cherished assets. They connect neighborhoods to nature, offer access to the Bonneville Shoreline Trail (BST), and serve as a gateway to surrounding public lands. As this trail system has grown in popularity, maintenance needs and the number of unsanctioned social trails have also grown. While these user-created trails have provided important access and recreational opportunities to countless users, many of these trails were constructed at steep grades and in less-than-ideal locations, causing erosion, trail rutting, and other impacts. As the usage of sanctioned and user-created trails in the foothills area of the City has increased, user conflicts have also become more frequent.

In 2024, the City created a Trails and Active Transportation Committee to help resolve these issues and raise the standard for North Salt Lake’s trail systems. One of the first steps in resolving the issues is the completion of this Trails Master Plan that reflects community priorities, strengthens partnerships, and supports long-term sustainability.

The results of this planning process, which included analysis of the trail system, public engagement efforts, and input from neighboring jurisdictions and stakeholders, indicate that the North Salt Lake trail system would benefit from a strategic approach focused on simplification, sustainability, and clarity. This master plan includes recommendations for maintaining and managing the North Salt Lake Trail System, re-routing or rehabilitating redundant or poorly designed trails, and improving existing trails. The plan also identifies conceptual connections or additions and maintenance priorities for hillside trails. This plan also provides guidance on improving trail connectivity, enhancing user safety, and protecting natural resources.

The overarching goal of this Trails Master Plan is to support a sustainable and well-connected system of trails and access points that meet the needs of current and future users while balancing resource protection and management capacity.

By consolidating the trail network, improving key routes, and clearly guiding user behavior, the City can build on NSL’s well-loved, organically developed trail system and ensure that it remains a resilient and high-quality recreational asset for years to come.

About the Planning Process

The North Salt Lake Trails Master Plan was created between February and September 2026 through a collaborative process involving City staff, a trails and recreation planning consultant team, the NSL Trails and Active Transportation Committee, regional stakeholders, public land management agencies, and the broader community.

The project was guided by the City-led Steering Team, which included North Salt Lake Planning, Public Works, and Parks staff, as well as two members of the Trails and Active Transportation Committee. This group was responsible for meeting with the project consultant team each month, providing guidance on and reviewing interim deliverables, and coordinating public engagement efforts. The Trails and Active Transportation Committee also reviewed project recommendations and key deliverables.

The planning process was structured to combine technical analysis, stakeholder expertise, and public input to create a practical and implementable roadmap for the future of the City's trail system. The process followed five primary phases, beginning with study initiation and project management and concluding with preparation of the final master plan. Each phase overlapped with and built on the previous phase, allowing information gathered through inventory work, public engagement, and stakeholder coordination to inform the development and refinement of recommendations.

Process Elements and Timeline

- » Study Initiation and Project Management (February – September 2026)
- » Public and Stakeholder Engagement (April – July 2026)
- » Existing Conditions Inventory and Assessment (February – July 2026)
- » Recommendations Development (June – August 2026)
- » Implementation Planning (July – September 2026)

Public Engagement

Public engagement was an important pillar of the planning process, with the City of North Salt Lake, the broader trail user community, neighboring municipalities, and public land management agencies providing input during the visioning, confirmation, and final plan review phases. Below are some of the ways that the community was involved and informed:

- **StoryMap website:** A public website was created and updated throughout the course of the project to provide the public with information about the Trails Master Plan, host public surveys and details about in-person engagement event, and to publish interim deliverables.
- **Stakeholder Meetings:** The project team held multiple meetings with regional stakeholders to inform them of the plan, collaborate on planning recommendations, and ensure regional alignment in trail system priorities and planning efforts. These stakeholders included Davis County, Bountiful City, Salt Lake City, and the US Forest Service Salt Lake City Ranger District.
- **Spring 2026 Visioning Survey & Public Events:** From mid-April to mid-May, a visioning survey was available to the public, supplemented by printed engagement boards at public events, to better understand community values and priorities around the trails in the City of North Salt Lake. The survey was answered by 320 people (239 complete and 81 partial responses), and in-person event feedback was collected from approximately 25 people. The results of this survey helped inform initial project goals, priorities, and initial trail system management ideas. See Appendix A for detailed public engagement results.
- **Summer 2026 Confirmation Survey:** The Summer 2026 Trails Master Plan Survey was open from late June to early July to gauge community preferences around recommended management tools, funding sources, and trail improvements to include in the Trails Master Plan. In total, 79 people responded to the survey. The results of this survey helped refine trail system management recommendations, which became the goals, actions, and implementation elements of this plan. See Appendix B for detailed public engagement results.



Survey Flyer Posted on Trail Signage

A photograph of a dirt path winding through a forest. The trees have yellow and orange autumn foliage. The sun is visible in the upper right corner, creating a lens flare. The path is covered in fallen leaves and leads into the distance. A white banner with the text "Current Conditions" is overlaid on the left side of the image.

Current Conditions

North Salt Lake Trails Context

The City of North Salt Lake is situated in the Salt Lake Valley in Davis County, directly to the north of Salt Lake City and adjacent to the cities of Bountiful and Woods Cross and the Uinta-Wasatch-Cache National Forest. The City of North Salt Lake's population is approximately 23,474 (2024 American Community Survey 5-Year Estimates); however, the City's trail system serves regional users from the significantly larger population base of the Salt Lake Valley.

The trails within the City's boundaries are overseen by the City's Parks Department. Trail maintenance and direct management have been limited in recent years by staff capacity. Most trail maintenance activities have been led by volunteer crews or Utah Division of Outdoor Recreation regional trail crews.

Project Area

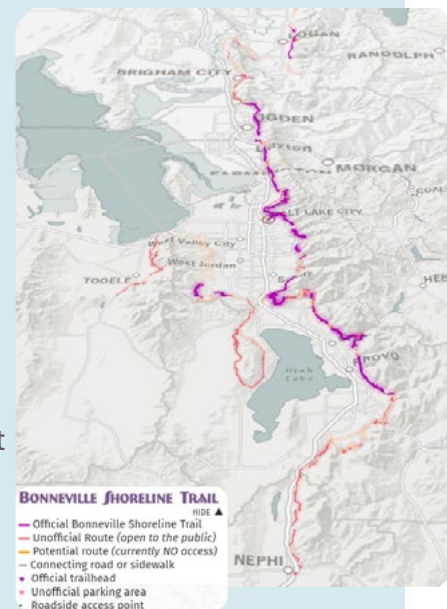
The North Salt Lake trail system is highly accessible, heavily used, and well-loved by hikers, mountain bikers, dog walkers, trail runners, and equestrians. The system is anchored by the BST, which serves as the primary regional artery connecting multiple neighborhoods, trailheads, and adjacent jurisdictions. Surrounding the BST is a complex web of established and informal social trails, creating a system reflecting strong community demand for outdoor recreation. Figure 1 illustrates how the trails in the foothills of North Salt Lake connect to trails in neighboring areas, including Bountiful, Salt Lake City, and the U.S. Forest Service (USFS) Salt Lake Ranger District.

The trail system in this area currently offers many loop options that appeal to different levels of experience and different types of activities. On the whole, the trail system provides visitors with engaging and varied opportunities to connect with nature, challenge themselves, exercise, and spend time with friends and family.

A Regional Recreation Catalyst: Bonneville Shoreline Trail

The BST is a non-motorized, multi-use trail traversing the foothills at the edge of the Wasatch Front metro area along the 18,000 year old shoreline of ice age Lake Bonneville.

Approximately 175 miles of this planned long-distance trail have been completed, including the section passing through the southern portion of Davis County and the City of North Salt Lake. Once finished, this trail will stretch from the Utah/Idaho border north of Logan down to Juab County.



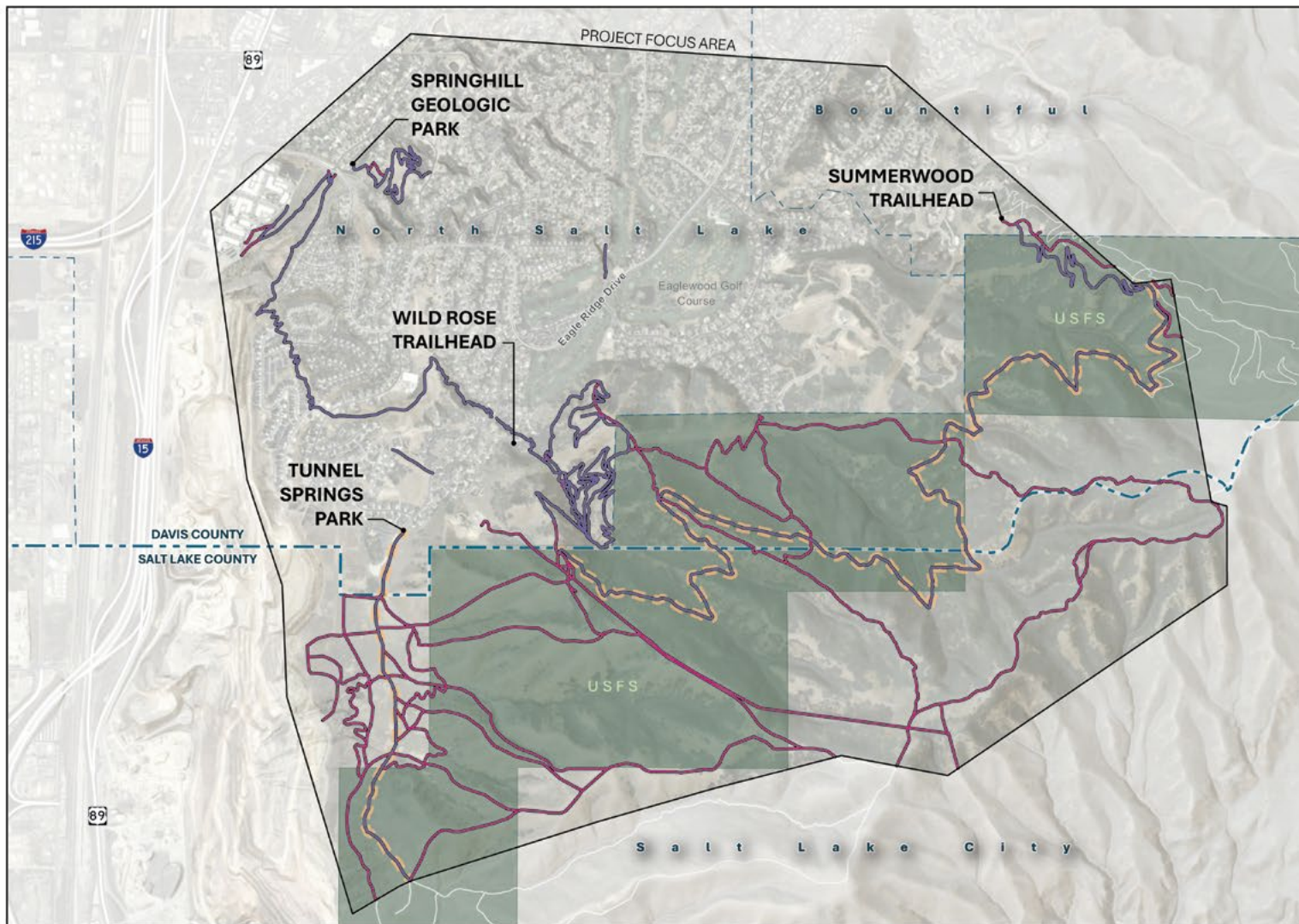
The trails in the project area are also characterized by jurisdictional complexity. In the early stages of this planning process, a project boundary polygon (see Figure 1) was created to encompass trails on land managed by neighboring municipalities and agencies, including the City of North Salt Lake, Bountiful City, Salt Lake City, Davis County, Salt Lake County, and the USFS. While this complexity poses an additional challenge for land managers, trail users often recreate across multiple jurisdictions during a single visit, and stakeholders emphasized the importance of connectivity and access throughout the plan development process. The project boundary polygon provides important context on how trails in North Salt Lake are accessed and connected to other jurisdictions.

Existing Trails

Unpaved foothills trails and neighborhood trails that connect to the foothills

Legend

- Trail: Sanctioned
- Trail: Social
- Bonneville Shoreline Trail (BST)



SE GROUP



0 0.25 0.5
miles

September 2026

Figure 1. Map of Existing Foothills Trails and Connecting Neighborhood Trails in the North Salt Lake Area

Use Patterns

The trails in the foothills of North Salt Lake are used frequently by residents and regional users, often for walking, trail running, hiking, and mountain biking, especially along the highly-trafficked BST and the Wild Rose Trail system.

Survey results from the spring community survey (320 total responses) included the following insights about use patterns on the trail system.

- The majority of survey respondents were happy with the trail system. 75.8% of respondents reported that they were “satisfied” or “very satisfied” with the trail system.
- Hiking/walking and mountain biking are the two most common activities on the NSL trail system. 77% of all respondents reported that they had spent time hiking/walking on the trail system. However, when asked which activity they did the most often, mountain biking was most common response (44% of respondents).
- The NSL trails are used frequently. 36% of survey respondents report using the trails “a few times per week” (36%), followed by “a few times per month” (29%), and “daily” (20%).
- The majority of users drive to the trails. More than half of all respondents reported driving to access the NSL trails (54%). Just over a quarter (28%) reported biking, while 18% reported walking. The most common trailheads are Wild Rose and Tunnel Springs.
- The trails are often enjoyed together. Survey respondents most commonly use the trails with friends or family (79%) and alone (57%).
- The trails are popular for dog-walking. More than one-third of respondents (38%) reported using the trails with a pet.
- The BST and Wild Rose Trail were the two most popular trails among survey respondents.

Trail System Concerns

While beloved, the social trail network in the project area has evolved organically over many years, and regular maintenance on system trails has been limited. Due to these factors, the system does not consistently meet design standards and lacks cohesive wayfinding. In high-use areas, particularly the Wild Rose trail system, the network functions as a dense web of overlapping routes, which may impact usability, safety, and long-term sustainability. User conflicts and experiences are also a concern: e-motorcycles, a lack of signage, user conflicts between bikes and pedestrians, dogs, and dog poop were the most common concerns voiced by survey respondents.

The following concerns were identified as part of a comprehensive inventory and assessment of system and informal social trails in the North Salt Lake area (Figure 1) through site visit observations, conversations with NSL and stakeholders, community engagement, and on-the-ground systematic assessment of trail conditions and sustainability.

Social Trail Creation and Locations

Social trail construction has created convenient access from adjacent subdivisions, and users often connect to the BST using existing social trails that provide direct routes. However, the direct access provided in these cases is largely due to the creation of social trails that follow steep, fall-line alignments with limited regard for sustainable design principles. These social trails often face issues, including severe erosion, unstable grades, trail widening or braiding, potholing, and long-term degradation, which increase maintenance needs throughout the system.



Steep and braided fall-line trail, NSL Trails

Drainage and Surface Conditions

Drainage issues, especially on flatter segments and heavily used corridors, can be common after rain events. Standing water and muddy conditions have contributed to rutting from bikes, horses, or motorized vehicles; trail widening; and the creation of social trails as users attempt to avoid the areas. In some locations, vehicle use, particularly along utility corridors, exacerbated these issues by creating deep parallel ruts that further destabilized the trail surface and could confuse users.



Trail drainage issues, NSL Trails

Visibility, Safety, and User Conflict

Narrow corridors, blind corners, and vegetation encroachment limit visibility, particularly on multi-use trails. These conditions increase the likelihood of user conflicts, especially between hikers, mountain bikers, and equestrians. Conflicts between bikers and pedestrians were reported by over one-third of survey respondents. Issues were also noted with e-bike or e-moto users and off-leash dogs. Safety concerns can also arise in areas where trail designations (e.g., multi-use vs. downhill-only) may be unclear to new and returning users. These issues are most acute in high-use areas like Wild Rose (where vegetation encroachment is also more common) or the trails heading towards Salt Lake City from Tunnel Springs Park and Trailhead.



Vegetation Overgrowth, NSL Trails

Wayfinding

A lack of consistent wayfinding makes system navigation difficult, especially for new users or those searching for single-use trails. Signage is inconsistent, outdated, deteriorated, or absent, and trail designations can be unclear or contradictory. This can leave users without official guidance on route options, permitted uses, or destinations. In turn, this can lead to confusion and the creation or reinforcement of social trails. This is especially acute in the “spaghetti bowl” of trails in Wild Rose. A signage update plan is already in the works for the Wild Rose trail system.



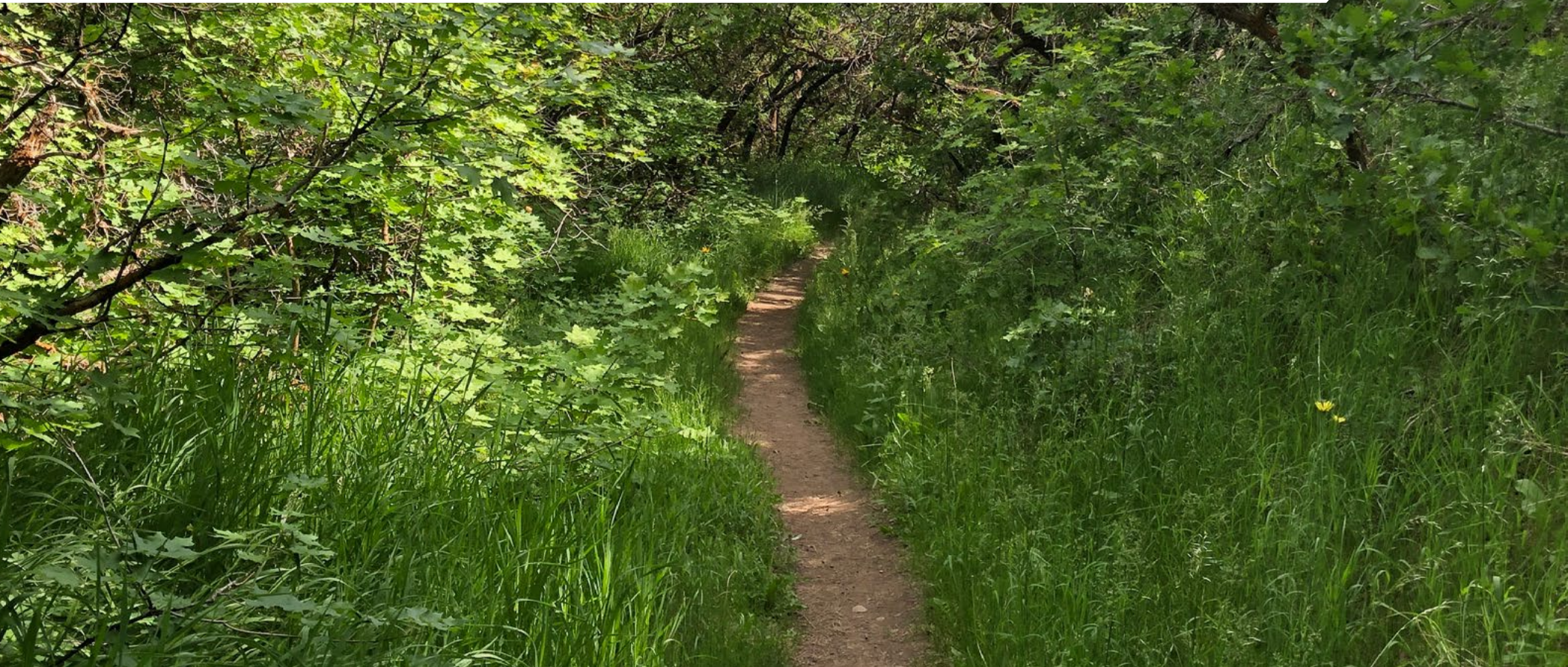
Deteriorated Signage, NSL Trails

Maintenance and Management Constraints

The system currently reflects a mismatch between maintenance capacity and network scale. Many trails show signs of deferred maintenance, including erosion, vegetation overgrowth, and degraded tread conditions. At the same time, the continued proliferation of social trails increases the overall maintenance burden. Jurisdictional complexity poses an additional challenge for maintenance and management of the current system.



Goals & Recommendations



Planning Recommendation Zones

For the purposes of this planning process, the project focus area was broken into five geographic zones (see Figure 2). The zones were based on geographic characteristics and land ownership. The recommendations in this plan focus primarily on the Wild Rose Zone, the Woodbriar Zone, and the Neighborhood Zone, which are managed by North Salt Lake and the USFS. These zones will be referred to as the “NSL Trail System.”

The NSL Trail System

Wild Rose Zone (NSL, USFS)

The Wild Rose Zone features the Wild Rose Trail System originating from Wild Rose Trailhead Park. The park includes many facilities (grills, pavilion, picnic areas and tables, playground, a small amphitheater, restrooms, water fountain, etc.). Plentiful parking is available. According to our survey of trail users, this area is a primary point of origin for trail users and appears to be the most heavily used section of the network. This area attracts many user types and features a dense “spaghetti bowl” of trails.



Wild Rose Zone

Woodbriar Zone (NSL, USFS)

The Woodbriar zone provides an informal neighborhood access point into the trail system, connecting the neighborhood to the network and the BST. However, this access has no official network trails and, as such, the informal trailhead and trails currently lack clear definition, durability, and user orientation.



Woodbriar Zone Informal Access Point

Neighborhood Zone (NSL)

This zone includes the Tunnel Springs Park and Trailhead, Eaglewood Village Trail and Lower Wild Rose Trail, and the Springhill Geologic Park and Gregerson Loop.

Tunnel Springs Park and Trailhead

Tunnel Springs is a key recreational hub and access point into the Salt Lake City Trail System. The park is a popular area featuring public restrooms, a pavilion, a soccer field, playground, tennis courts, etc. This area is known for its accessibility and natural beauty, and it even frequently serves as a backdrop for family photographs.



Tunnel Springs Park and Trailhead

Eaglewood Village Trail and Lower Wild Rose Trail

This important trail system is adjacent to North Salt Lake neighborhoods and provides direct access to the broader trail network from midtown all the way up into the hillside.

Springhill Geologic Park and Gregerson Loop

This park, which is a former landslide site, includes open space, picnic tables and benches, and a mile-long interpretive loop trail with educational signage. It is a popular trail among area residents and connects two hillside neighborhoods, but it does not seem to be a major destination for visitors from other areas.



Wild Rose Park and Trailhead

Future Planning Zones

Two future planning zones were identified. The Future Planning Zone – Bountiful is located north of North Salt Lake and includes Summerwood Trailhead and trails managed by Bountiful City and the USFS. The Future Planning Zone – Salt Lake City is south of North Salt Lake and includes trails managed by Salt Lake City and the USFS. Due to their proximity to NSL trails, it is recommended that any future trails planning in the project area is coordinated closely with all neighboring municipalities and land management agencies.



Springhill Geologic Park

Recommendation Zones

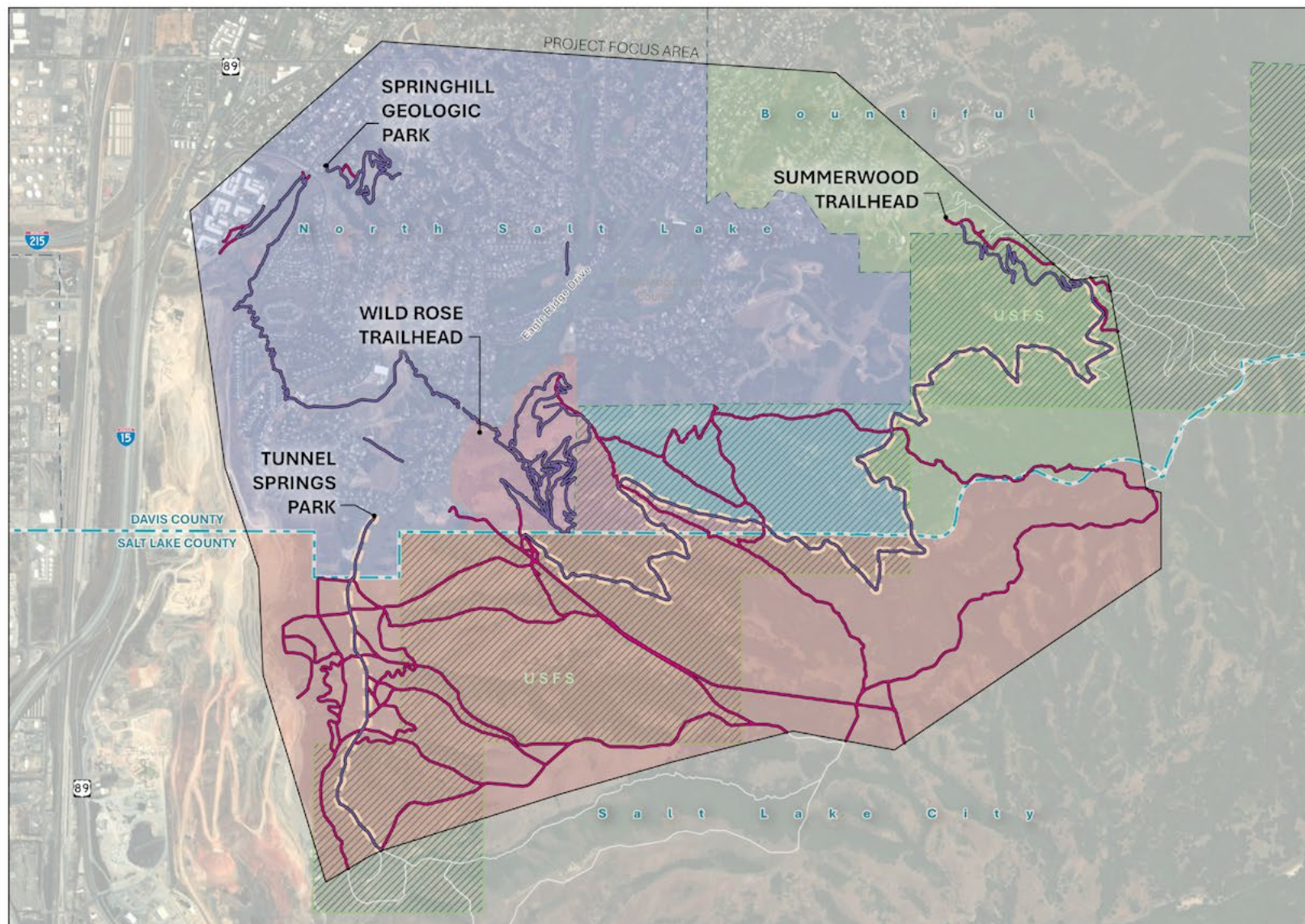
Legend

Zones

- Wild Rose
- Woodbriar
- Neighborhood
- Future Planning - Bountiful
- Future Planning - Salt Lake City

Trails

- Trail: Sanctioned
- Trail: Social
- Bonneville Shoreline Trail (BST)



SE GROUP

NORTH SALT LAKE TRAILS MASTER PLAN



0 0.25 0.5
miles

September 2026

Figure 2. Planning Recommendation Zones

NSL Trail System Goals and Objectives

The following goals and objectives are guidelines that should be applied to the system of trails managed by North Salt Lake in the Wild Rose, Woodbriar, and Neighborhood Zones. These goals and objectives may also inform planning efforts for trails in other zones that connect to North Salt Lake.

Goal 1: Improve trail network design.

1. Enhance connections to the BST. Review existing connections to BST and consider which should be formalized, which should be closed, and whether any new alignments or connections are needed.
2. Consolidate and formalize key trail connections while removing redundant trail alignments or trail intersections.
3. Consider opportunities to designate distinct user experiences, including beginner-friendly routes, bike-optimized trails, fitness-specific features like challenge stairs, and destination-oriented features.

Goal 2: Improve trail conditions and quality.

1. Conduct maintenance on priority areas according to trail inventory and assessment to improve tread and trail corridor clarity. Complete additional trail improvements or reroutes where necessary to meet USFS standards.
2. Develop and follow a prioritized maintenance schedule based on trail classifications, trail management objectives, visitor use, and maintenance needs. Use maintenance schedule to schedule volunteers at appropriate times and align major trail work with budgets and contractor schedules.

Goal 3: Mitigate the creation and spread of unsanctioned social trails.

3. Consider converting and/or rerouting any social trails that generally follow sustainable alignments and show demonstrated recreation value and low resource conflicts to official system trails.
4. Obliterate trails and actively restore areas that are damaging to natural or cultural resources, redundant, have negative implications for user safety, and/or cannot be maintained to sustainable standards.

Goal 4: Improve wayfinding.

1. Remove inaccurate or faded signage.
2. Establish consistent, standardized signage with clear legends, colors, and icons. Include maps at trailhead kiosks with “You are Here” icons.
3. Place signs and maps at key intersections, clearly delineating which trail users are permitted.
4. Clearly mark access points to the trail system with maps and recommended loops.
5. Ensure online maps match maps on the ground (NSL website, AllTrails, Trailforks, Davis County, etc.).

Goal 5: Effectively manage trails to improve user safety, protect resources, and reduce user conflicts.

1. Clarify and promote trail policies regarding e-bikes, off-leash dogs, etc. Conduct monitoring of trail conflicts and consider enforcement mechanisms.
2. Ensure trail conditions that encourage safe use of shared-use trails by enhancing sight lines and ensuring firm trail tread.
3. Consider the need for seasonal closures of trails for wildlife concerns.

Goal 6. Improve and increase opportunities for public education and stewardship.

1. Promote trail stewardship partnerships with user groups (e.g., local mountain biking teams), individual volunteers, and nonprofit organizations. Update or create working agreements with partners and individuals on a continuous basis.
2. Increase in-person and virtual public education and stewardship around trail use. Inform users about the importance of avoiding trails during wet and muddy conditions, respecting closures, and right-of-way, and discourage the creation and use of unauthorized trails.

Goal 7: Collaborate with neighboring municipalities to ensure a consistent, high-quality trail experience.

1. Coordinate with neighboring municipalities to consider trail signage consistency and increased connectivity, particularly with regional trails such as the BST. Trail routes should aim to provide a continuous user experience regardless of jurisdictional boundaries as much as possible.
2. Coordinate with USFS and neighboring municipalities to understand ongoing maintenance responsibilities.
3. Collaborate and engage on any additional trail plans or updates that are made.
4. Coordinate with Salt Lake City and the USFS to advance trail planning and environmental review for proposed trails that cross or connect to USFS-managed lands.

A wide-angle photograph of a hillside under a clear blue sky. In the foreground, a dirt trail winds through low-lying green and grey shrubs. Three people are walking away from the camera on the trail. In the middle ground, the hillside slopes down towards a residential area with several houses. In the background, a range of mountains is visible under the bright sky. A white banner with the text 'Implementation Plan' is overlaid on the left side of the image.

Implementation Plan

About the Implementation Plan

This Implementation Plan translates the above goals and objectives into a clear framework for action and identifies the physical improvements, management strategies, maintenance needs, partnership opportunities, and implementation priorities needed to guide the trail system over time.

The recommendations included in this section of the plan were developed through GIS analysis, on-the-ground trail assessments, conversations with NSL staff, neighboring municipalities, and stakeholders, and best practices in trail planning and design.

Input from public engagement efforts was also invaluable in creating these recommendations (see appendices for more results on the public engagement effort). Key takeaways from the Summer 2026 Trails Master Plan Survey included the following:

- Respondents want continued investment in expanding and improving the trail system.
- There is strong support for practical management tools that improve safety and reduce conflicts, including signage, directional trails, and increased enforcement of regulations.
- Respondents appear willing to support dedicated investment in trail improvements, including new local funding mechanisms and external grants and donations.
- Dog management, trail etiquette, and user conflicts are key issues to address.
- Trail users value trails primarily as places to connect with nature and stay active.



View of North Salt Lake from Wild Rose Trail

Together, the recommendations below are intended to help NSL create a more sustainable, connected, legible, and enjoyable trail system that balances recreation access with resource protection and long-term management capacity.

Figure 3 provides recommendations for the trails in the NSL Trail System, including maintaining existing trails and removing system or social trails. Conceptual trail corridors were also identified for the Wild Rose and Woodbriar Zones, illustrating broad potential corridors that could inform future trail development.

Figure 4 illustrates use separations and directional trails to show how trails in the NSL Trail System could be managed.

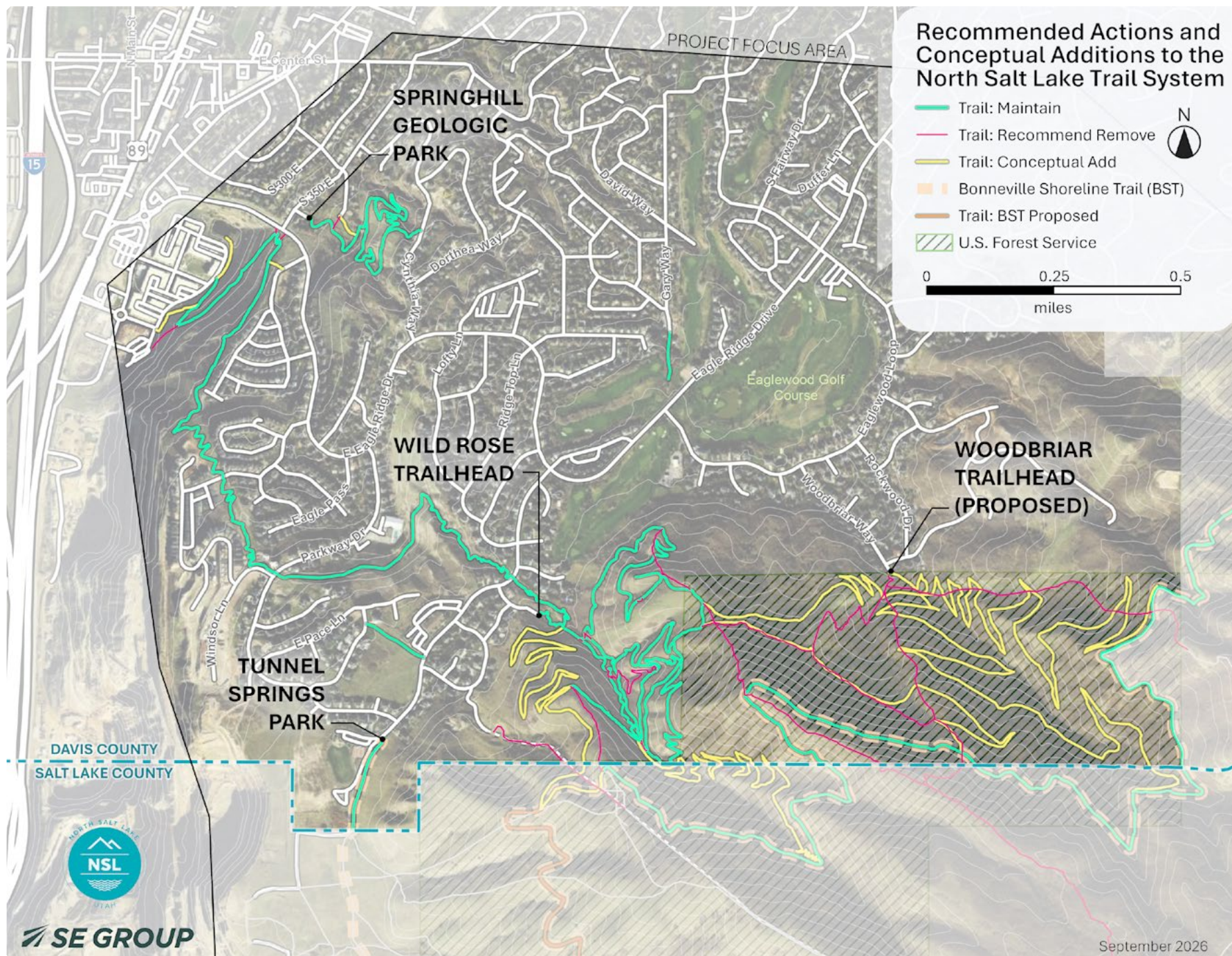


Figure 3. Map of Recommended Actions and Conceptual Additions to the North Salt Lake Trail System

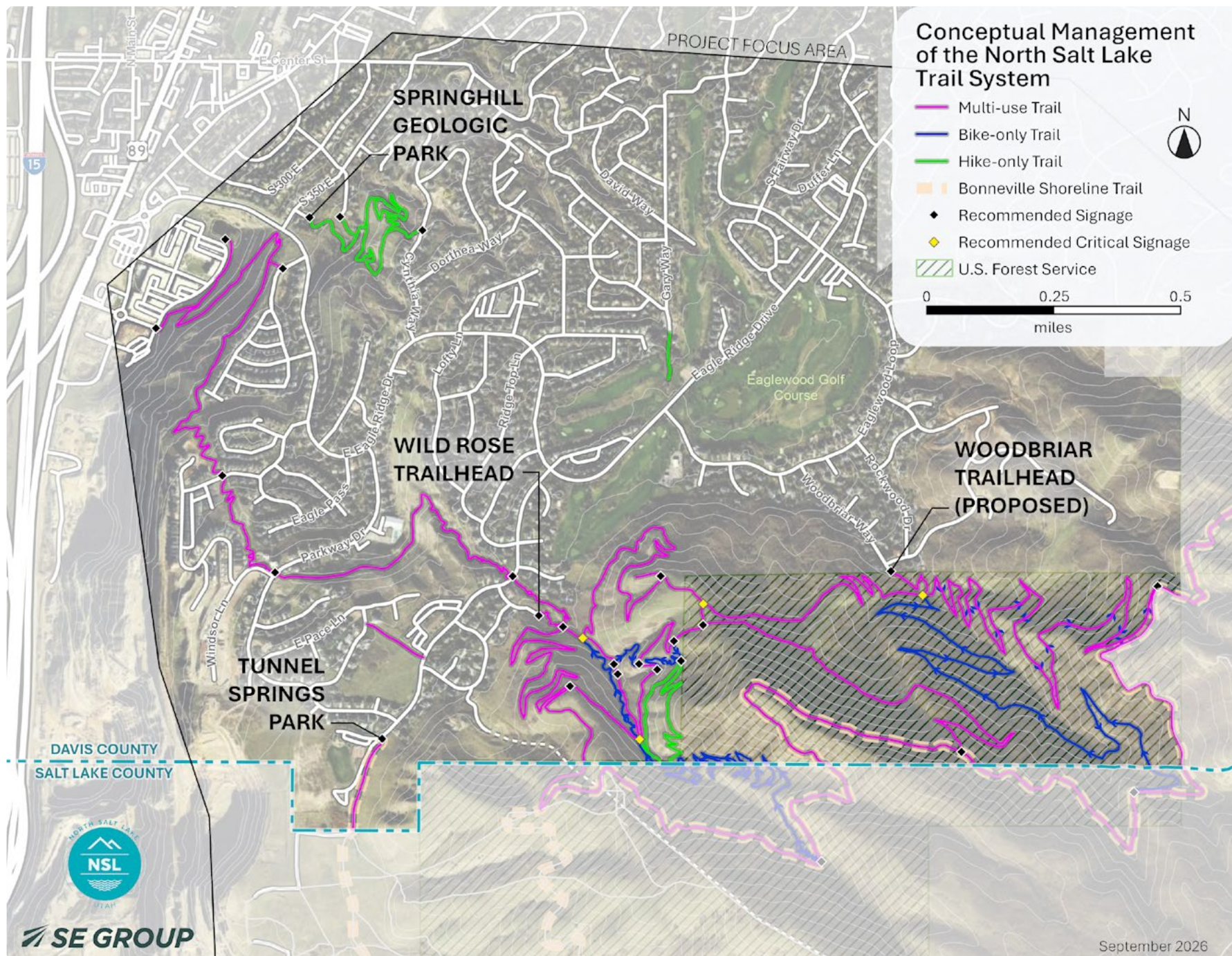


Figure 4. Map of Conceptual Management of the North Salt Lake Trail System

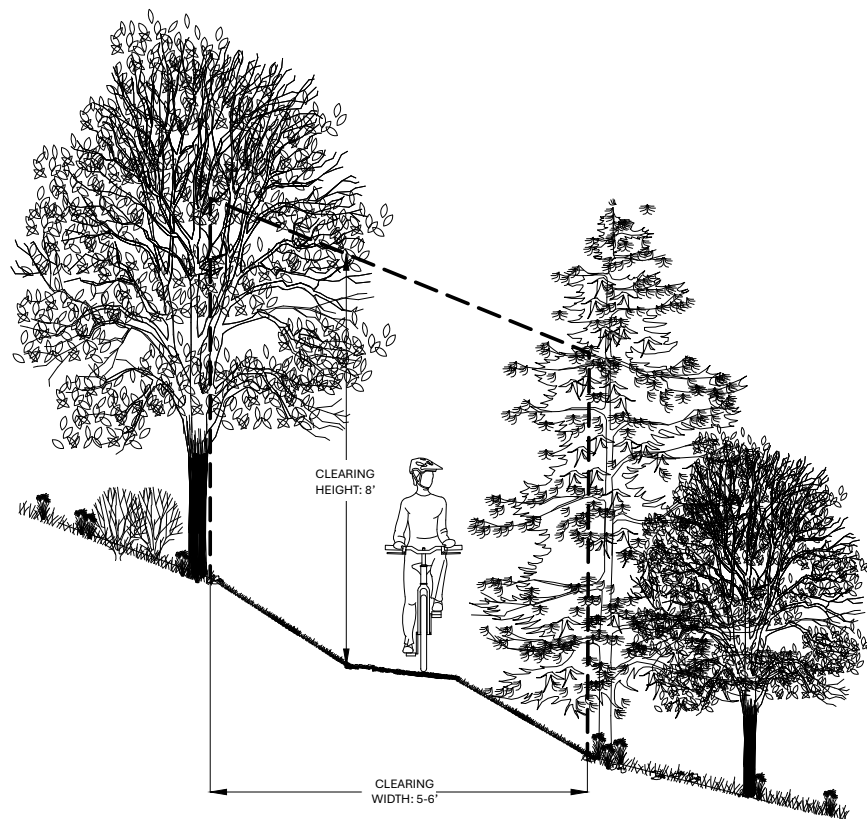
Trail Recommendations

Maintaining Trails

The majority of the trails in the NSL project area are sustainably aligned and are valued by the community. However, the key to a successful trail program is consistent maintenance. Trail managers should prioritize the care and long-term sustainability of existing infrastructure while thoughtfully planning for new trails and facilities. In order to improve trail conditions and quality, all trails in the NSL Trail System should be maintained and brought up to standard following the guidance below.

The trails in the NSL Trail System cross various jurisdictions, primarily between North Salt Lake and USFS land. All trails on National Forest land are required to meet national quality standards for USFS trails, which ensure that trails across the system are consistently constructed and maintained to meet the trail's intended purpose. The trails in the NSL trail system are natural-surface trails that generally align with USFS Trail Class 3, which describes a developed, natural trail with a continuous tread. As a result, it is recommended that the NSL trails be standardized using the Trail Design Parameters below to create a pleasant, consistent user experience and minimize future maintenance needs.

As the backbone of the trail system, the BST should receive considerable maintenance attention. Ideally, the trail should retain a common specification throughout the foothills that is representative of the vision and goals for this long-distance recreational facility. The BST is maintained by Davis County, but it is recommended that maintenance, management, and signage plans for the BST occur in coordination with neighboring jurisdictions, including USFS, Bountiful, and Salt Lake City.



TRAIL CLEARING DETAIL

NOT TO SCALE

Trail Clearing and Maintenance

Parameters	Shared Use Trails	Bike Optimized Trails	Hike Optimized Trails
Description	Shared-use trails accommodate non-motorized trail users (hikers, cyclists, and equestrians)	Bike-optimized trails are designed and maintained specifically to maximize the fun and efficiency of riding a bike	Hike-optimized trails are designed and maintained specifically to serve hikers, trail runners, etc.
Tread Width	18"-48"	18"-36"	18"-36" (single lane)
Target Grade	3-10%	3-10%, up to 15% for short pitches	3-12%, up to 25% for short pitches depending on soil stability
Short Pitch Maximum	20%	25%	25%
Target Cross Slope	3-5%	3-8%	5-10%
Clearing Height	8 ft minimum, 10 ft where equestrian use is anticipated	8 ft	7-8 ft
Clearing Width	6-8 ft	5-6 ft	3-5 ft
Management Considerations	Shared use trails are less technical and challenging than single use trails, often providing connectivity and the opportunity to experience nature. These trails should provide clear sightlines of faster segments of trail.	Bike-optimized natural surface trails attract mountain bikers looking to get exercise, experience a natural setting, and test skills. These trails may be single-direction to promote safe use.	Hiking trails are most often associated with natural settings offering scenic beauty and solitude. These may be designed as single-use trails; if bicyclists are permitted, direction of travel may be specified

Table 1. North Salt Lake Trail Design Parameters

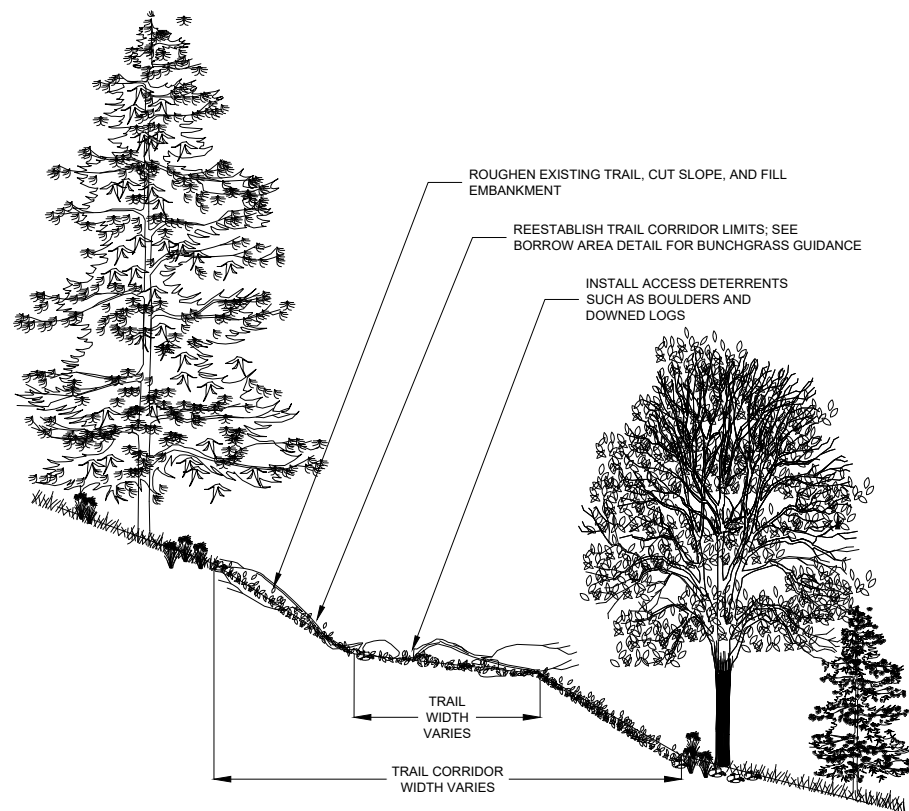
Decommissioning Trails

3.4 miles of trail in the project area are recommended for decommissioning within the NSL Trail System (see Figure 3). This mileage increases to 4.5 miles when including mileage outside of the NSL Trail System (under Salt Lake City jurisdiction). These trails identified in Figure 3 are recommended for decommissioning due to unsustainable alignment, redundancy, damage to natural resources, undesirable access to neighboring properties, and/or negative implications for user safety. Most of this mileage was originally developed as unsanctioned social trails. Many of these trails lie in classically poor locations along the fall line, with grades commonly in the 20-35% range. Decommissioning these trails will help reduce trail erosion, impacts to natural resources, user safety concerns, and maintenance loads.

Formal decommissioning, targeted site restoration, and signage will be needed to prevent continued use of these corridors, especially where use patterns are well established. In general, when a trail or trail segment is closed or rerouted, the tread should be reclaimed and restored to discourage future use and help return the disturbed area to a natural condition. In the few cases where official system trails are recommended for closure, full trail restoration may be difficult due to historic use and trail alignment.

In many cases, physical barriers such as tree branches, large rocks, or split-rail fencing should be combined with efforts to reduce the visibility of the former tread. Signage can also inform trail users that the closure is intended to support ecological restoration.

While trail closure can be challenging, several best practices can improve its effectiveness.



TRAIL DECOMMISSIONING DETAIL

NOT TO SCALE

Trail Decommissioning

Trail Closure Best Practices

To return closed trails to a natural condition, decommissioning should be most intensive at junctions with active trails, where continued use is most likely. Less visible segments may require a lighter treatment. Decommissioning typically includes three levels of intervention as described below: stabilization, scarification, and naturalization.

Stabilization

Stabilization of the trail tread is necessary to stop any further erosion of the tread surface and allow the area to naturalize. This should be done along the whole trail corridor and is the minimum step needed for closure. Drainage control measures, such as check dams, will be needed along any slopes over 25%. Water bars and drainage dips can be used along less steep sections to control stormwater runoff and prevent further erosion.

Brush from downed trees should be placed within the tread corridor to discourage people from walking/riding on the closed trail. The brush should look tangled and haphazard to create a visual and physical barrier that would be unpleasant to walk through. The brush will also provide a stable area for vegetation to re-grow. Brush placement perpendicular to the tread should be especially thick near trail junctions. Using large-diameter vegetation, such as downed trees, will discourage people from just moving the brush out of the corridor. Rocks can be interspersed with the brush to further stabilize the tread.



Brush as trail closure stabilization, Washington Trail Association



Check Dam, Erosion Control Research Program

Scarification

Compacted soil will inhibit vegetation from establishing itself and will need to be loosened for the area to be naturalized. The soil surface should be left relatively loose to give new plants a place to sprout. The tread surface can be loosened by hand or by mechanical means. Helpful tools include a pick mattock, McLeod, fire rake or rouge hoe, or pulaskis. Areas where the trail is cupped or recessed should have the edges of the trail knocked down so it will bend into the original landform.



Pulaski



McLeod



Mattock



Fire Rake



Combination Tool



Razor-Tooth Saw

Tool Types, American Trails

Naturalization

Naturalization will help accelerate the process of blending the closed trail back into the surrounding landscape. While naturalization is unlikely to fully restore a site to its pre-trail condition, it can significantly enhance ecosystem structure and function. Seeding with local plants and organic material from the surrounding landscape will help reduce the introduction of invasives. Leaf litter and sections of topsoil from the surrounding area should be placed over the loosened soil, especially in areas visible from active trails.

Naturalization can require significant time and expenses, so these efforts can be targeted strategically based on the extent of the impact, location, and ecosystem type. Naturalizing the ends of a decommissioned trail can provide the dual benefit of preventing future use of the trail. In addition, organic material excavated from new trails or re-routes within the trail system can be used to help with the naturalization of closed trails. Planting or transplanting a few native trees or shrubs will also help naturalize the trail and send the message that the corridor is being decommissioned.

To avoid introduction of invasive plant species:

- Using top soil and leaf litter from the surrounding area will minimize the introduction of invasives.
- Any imported soil, if required, should be certified to be weed-free.
- Hand-harvest and transplant trees and shrubs from the surrounding forest.
- In especially sensitive areas, use only leaf litter from the surrounding area and allow for natural regrowth.
- Monitor trail closures for invasive plants and eradicate as needed.



Invasive Myrtle Spurge, Utah Association of Garden Clubs

Pursuing New Trail Opportunities

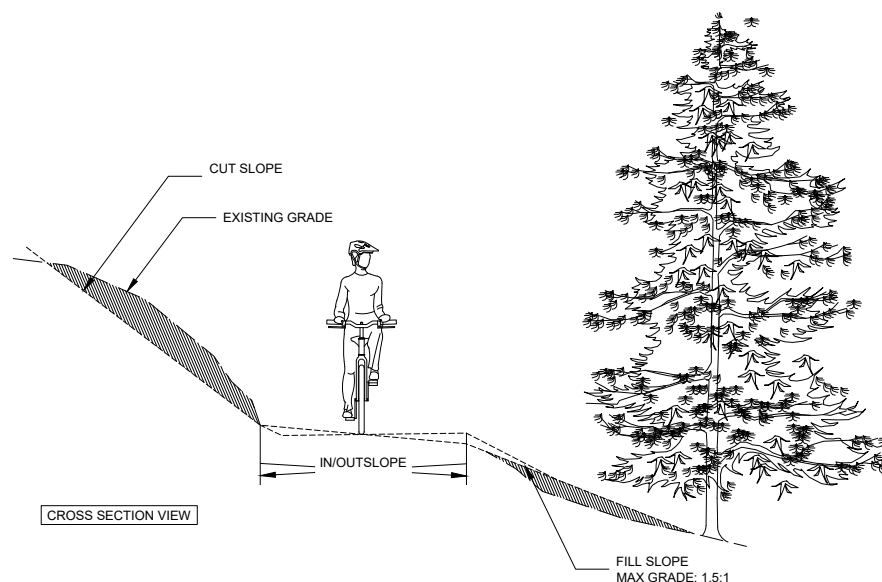
The Wild Rose Zone and the Woodbriar Zone were selected as priority zones for the consideration of new conceptual trail alignments to improve trail network design, user experiences, and connectivity to the BST. Trail corridors were outlined and defined in coordination with a professional trail designer based on GIS analysis, on-the-ground trail assessments, public input, and consultation with North Salt Lake and neighboring municipalities. Those trail corridors are highlighted in Figure 5.

“A trail corridor defines the general path of a trail. It does not define the exact placement of every turn, wriggle, or feature in the trail. That level of detail is known as the trail alignment and is typically determined by the trail builder during construction.” - [International Mountain Bicycling Association](#)

The conceptual trail corridors identify potential starting and ending points for each trail, as well as possible connections with other trails. These concepts have not been flagged on the ground and are meant to illustrate a broad corridor between potential starting and ending points of the trail, leaving room for flexibility in the final trail alignment design. These corridors are intended to create new opportunities, offer sustainable alternatives to trails recommended for decommissioning, improve connections throughout the trail system and to the BST, and reduce user conflicts.

All of these trails include some segments that would cross USFS land, and further trail design will require collaboration with the USFS and other stakeholders through the National Environmental Policy Act (NEPA) process. When considering new trail opportunities, planning should account for both the local and broader regional context, ensuring that thoughtfully aligned connections to adjacent trails and systems enhance the overall user experience.

Approximately 9.2 miles of conceptual trail corridors are proposed, including mileage in the Neighborhood Zone and mileage that is conceptualized outside of the NSL Trail System (under Salt Lake City jurisdiction). In total, due to the recommended trail decommissioning in the NSL Trail System and under SLC jurisdiction, this would result in an approximate net increase of 4.7 miles of trail (see Figure 5).



Trail Design Cross-Section

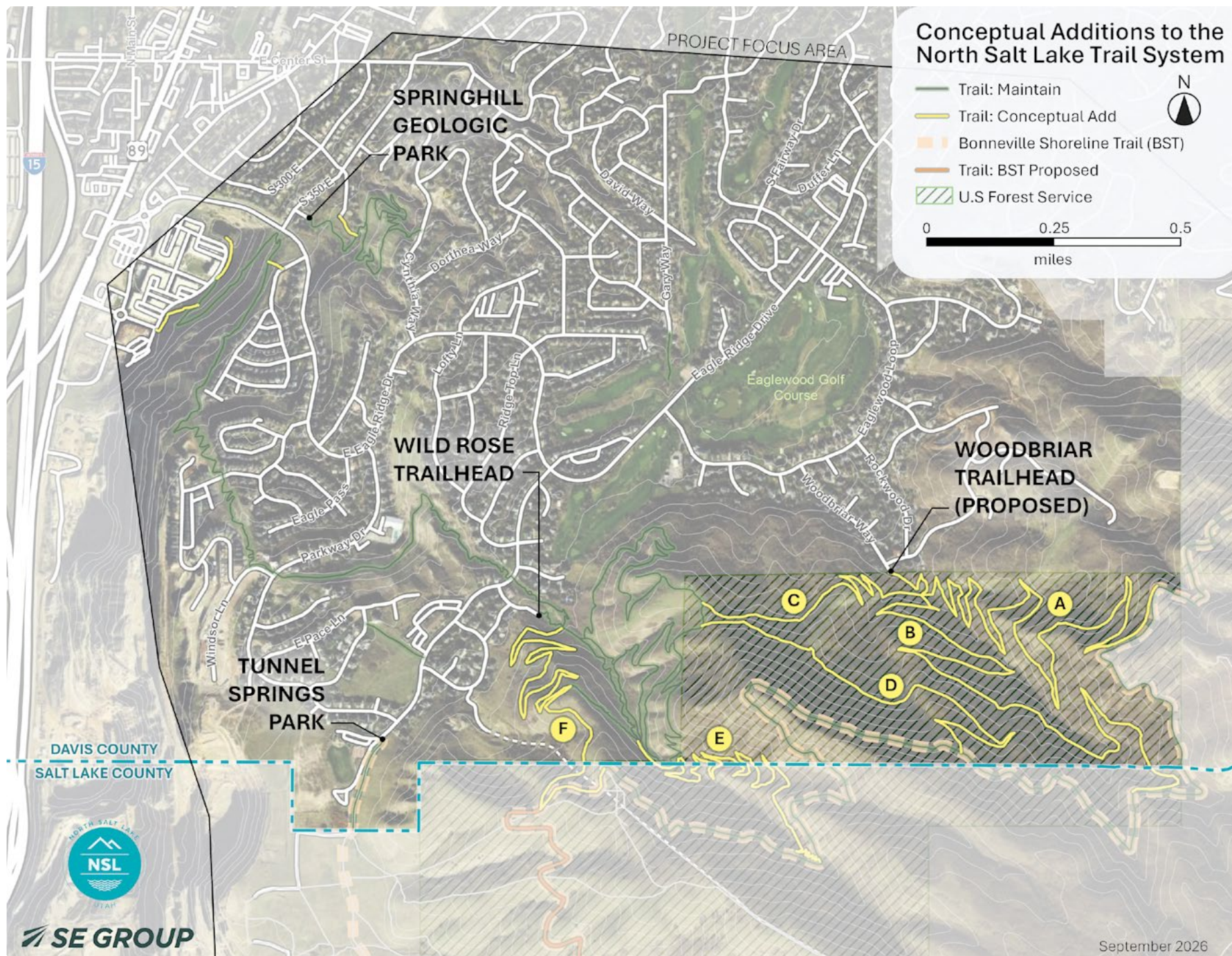


Figure 4. Map of Conceptual Management of the North Salt Lake Trail System

Segment Label	Trail Segment	Use	Direction	Trail Narrative	Approx. Length (miles)	Land Ownership	User Objectives
A	Woodbriar Trailhead to BST	Multi-use	Multi-direction for pedestrians and equestrians, bikes uphill only	Multi-use trail replacing the existing unsanctioned trail from Woodbriar to the BST, providing connectivity to the BST. This would be managed as an uphill-only directional opportunity for bikers to manage speed and visitor use	2.0	USFS	Nature, exercise, connectivity
B	BST to Woodbriar Trailhead	Bike-only	Downhill gravity trail	Purpose-built, intermediate mountain bike trail, creating a dedicated downhill experience for mountain bikers coming off the BST and reducing user conflict	1.9	USFS	Challenge, fun, connectivity
C	Woodbriar Trailhead to Sunset Point	Multi-use	Multi-direction	Multi-use trail providing access from Woodbriar Trailhead to the Wild Rose system and Sunset Point	0.7	USFS	Nature, connectivity
D	Sunset Point to BST Connector	Multi-use	Multi-direction	Multi-use trail replacing/rerouting existing connection to BST from Sunset Point. Provides loop opportunity, connectivity, and access to the proposed, purpose-built downhill bike trail	1.0	USFS	Connectivity, exercise, nature
E	BST to Wild Rose	Bike only	Downhill gravity trail	Purpose-built, intermediate mountain bike trail, creating a dedicated downhill experience for mountain bikers coming off the BST	1.3	Combined USFS and NSL	Challenge, fun, connectivity
F	Wild Rose Trailhead to BST	Multi-use	Multi-direction	Dedicated connection from Wild Rose trailhead to the BST, providing a sustainable, longer loop opportunity from the Wild Rose Trailhead as well as an uphill route for bikers looking to access the proposed purpose-built downhill bike trail	2.0	Combined USFS and NSL	Connectivity, exercise, nature, challenge

Table 2. Conceptual Trail Corridors and Characteristics

Woodbriar Trailhead

It is recommended that NSL coordinate with the USFS to develop a small trailhead at Woodbriar. The trailhead would likely include a gravel parking area for approximately five vehicles and a designated pad for a portable or vault toilet. A kiosk designed to USFS standards should provide wayfinding, trail etiquette, management guidance, and potentially interpretive information about the area. Additional improvements may include parking delineation, trash receptacles, and trail signage at trail entrances.

Public input supported the development of this trailhead to provide access to proposed trails in the Woodbriar Zone. However, site permitting and design should account for nearby residences and the environmental sensitivity of the site and surrounding area. Because of its limited size, the trailhead is not intended to serve as a primary access point to the NSL trail system. Local information, social media, and trail apps should instead encourage most visitors to the larger Wild Rose and Tunnel Springs Trailheads to reduce environmental impacts and crowding at the end of Woodbriar Way. If the trailhead is developed, trail counters should be installed to monitor visitor use patterns. If visitation routinely exceeds expectations, the City and USFS should consider expanding the trailhead to accommodate demand as a Phase 2.

Notes on Trail Design and Safety

During final design, evaluate existing high-use intersections and along any new routes and consider opportunities and needs for slowing features so they can be incorporated efficiently during construction. Depending on site conditions, options may include chicanes, ride-over features, stone qualifiers, gates, or fencing. Managers should also consider providing advance signage where riders need a warning of a slowing feature. For more information, see the sections on Management Recommendations below.

When trail flagging and design occurs, the location of the starting and ending points of the trail should also be considered to prioritize safety, connectivity, and sustainability of trail alignments. For example, the origin of Trail F (see Figure 5) is currently illustrated to follow topographic alignment and prioritize user flow. However, this area is known to experience conflicts between downhill bikes and hikers heading into the park and trailhead at Wild Rose. This trail connection should be closely evaluated during the design phase, with the potential for a separate bike-only access bypass trail to route bikers directly to the parking lot to reduce user conflict and congestion.

In all cases, the final design will determine the appropriate treatments, locations, and signage based on conditions at each site.

Neighborhood Zone Recommendations

Recommendations for the Neighborhood Zone did not include the development of conceptual trail corridors. However, the following actions should be considered for the Neighborhood Zone.

- Decommission the trails identified in Figure 3.
- Coordinate trail maintenance of existing trails across neighborhood access and clarify trail intersections and access.
 - » Removal of social trails as pictured in Figure 3 and consolidation into strategically located access points will be critical.
 - » Installation of wayfinding signage at all access points will also help direct use and limit social trail development.
- Consider options for establishing dedicated access points from key neighborhood areas, particularly along the lower Wild Rose trails. This should include consideration of possible connections to Active Transportation facilities along Highway 89 and connections between trail systems, such as Springhill and Lower Wild Rose/Eaglewood Village.
- Coordinate with the HOA to consider changes to the Eaglewood Village Trail:
 - » Relocate the Eaglewood Village Trailhead from South Lakeside Drive to the nearby pond and redefine the trail and trailhead to prevent future social trail development.
 - » Construct additional trail access to the Eaglewood Village Trail from the 4-car parking stalls off of South Parkview Drive to increase access and avoid social trail development along Eagleridge Drive.

- Strengthen the Tunnel Springs trailhead as a primary orientation point into Salt Lake City and North Salt Lake trail systems. The trailhead should include clear mapping guidance, and corresponding online resources should be updated for consistency.
- Collaborate with Salt Lake City to evaluate, close, reroute, and/or formalize social trails off of Tunnel Springs.



Wild Rose Access Point

Management Recommendations

The trail-specific recommendations outlined above establish a physical framework for improving the NSL trail system through maintenance, decommissioning, new trail opportunities, and targeted access improvements. However, successful implementation will also depend on how the system is managed over time. The following management recommendations outline complementary strategies to support safe, sustainable, and enjoyable use of the trail network.

Separating Use

Shared-use trails provide many benefits: they provide more mileage to all trail users, build a trail community, are resource-efficient and less impactful on the land, and are cost-effective for land managers. By providing a common resource, shared-use trails empower responsible users to steward the trail system. However, single-use trails can be particularly helpful to alleviate crowding, user conflict, and safety concerns in tight, steeper, and mixed-use systems like Wild Rose. Single-use trails can also improve user experiences for all types of users and can provide a more specialized trail experience.

Use separation recommendations are illustrated in Figure 4 and outlined in Table 3.

Trail	Trail Status	Management Recommendation
Wild Rose – Bike Flow 1 (Gully Trail)	Existing dedicated bike trail, downhill only	Continue management
Wild Rose Trail Shortcut	Existing dedicated bike trail, uphill only	Continue management
Wild Rose – Bike Flow 2 (upper)	Existing dedicated bike trail, downhill only	Continue management
Wild Rose – Bike Flow 2 (lower)	Existing dedicated bike trail, downhill only	Recommend removal
Chukkar Loop	Existing dedicated hiking trail	Continue management
Trail A	Proposed trail	Manage as multi-use, bikes uphill only
Trail B	Proposed trail	Manage as dedicated, directional bike trail (downhill)
Trail E	Proposed trail	Manage as dedicated, directional bike trail (downhill)

Table 3. Single-use trail recommendations

Engineering Strategies

Certain parts of the existing trail system tend to have high-speed bike use, including multi-pronged intersections and the section right above Wild Rose Trailhead, colloquially known as “Main Street.” Wayfinding improvements (see Signage and Wayfinding, below) can help improve safety and reduce the potential for conflict in these areas. However, thoughtful and intentional trail design will also be beneficial, particularly at the critical intersections identified in Figure 4.

Trail design should use turns, trail texture, corralling methods alongside trails, and choke points to encourage bikers to reduce their speed. Offset turns, strategically placed rocks or logs, vegetation, fencing, bollards, or narrowed trail corridors can also help slow riders naturally as they approach multi-use intersections. Other engineering strategies, such as a stile, chicane, or width limiter can require bikers to slow down and navigate key sections of the trail. For more information on trail design tactics to control biker speed, see the International Mountain Bicycling Association (IMBA) resource, [Managing Mountain Biking](#).

Wildlife

Based on conversations with the UT Division of Wildlife, portions of the trail system may overlap crucial mule deer habitat, presenting opportunities to incorporate strategies that avoid, minimize or mitigate potential impacts. Curtailing illegal motorized use and off-leash dog use will help reduce impacts to mule deer, particularly in winter (see below sections). Other strategies could include seasonal closures of trails between December 1 and April 15. However, given that the BST is open year-round to motorized use near the NSL Trail System, the BST could be considered an effective boundary after which seasonal closures occur.



Example Chicane



Mule Deer

E-Bikes

Electric mountain bikes (eMTBs) are a relatively new technology, but they are rapidly growing in popularity. Furthermore, their classification, as a motorized or non-motorized use, is evolving. Type-1 eMTBs offer assistance only when the rider is pedaling and traveling at relatively lower speeds (not to exceed 20 mph). Type-1 eMTBs support broader access to the sport of mountain biking, without compromising the natural experience and safety of all users.

In North Salt Lake, e-bikes are allowed unless otherwise prohibited by signs, though specific trails may restrict Type-2 and Type-3 eMTBs. E-motorcycles are not allowed on any sidewalks, trails, railway corridors, or any other non-roadway right of way in North Salt Lake. However, current regulations on eMTBs for adjacent landowners differ. At present, the USFS does not allow eMTBs on non-motorized trails. Salt Lake City allows e-bikes on trails in the Foothills system when ridden as a standard mountain bike, with no or low pedal assist when riding uphill. Regulations on eMTBs can also be difficult to enforce.

Given the connectivity between the National Forest and the NSL trail system for biking, the policy on natural-surface, hillside trails in the NSL Trail System should match that of the USFS. Given the evolving management of electric mountain bikes (eMTBs) on National Forest System lands, any new trail planning and analysis should consider the potential for a future change in management to allow Class 1 eMTB use. Where appropriate, the analysis and resulting approvals should retain the flexibility to accommodate Class 1 eMTBs, provided that use is consistent with applicable USFS direction and does not result in unacceptable impacts to natural resources, trail conditions, or user experiences.

Type-2 or Type-3 eMTBs are not compatible with the desired character for North Salt Lake and therefore are not recommended for NSL trails at this time. For future considerations, IMBA offers guidance and resources on the management of Type-1 eMTBs.

OVERVIEW OF E-MTB CLASSES

AN ELECTRIC BICYCLE IS DEFINED AS A "BICYCLE EQUIPPED WITH FULLY OPERABLE PEDALS AND AN ELECTRIC MOTOR OF LESS THAN 750 WATTS."

⚡

THERE ARE CURRENTLY THREE CLASSES OF EMTBS:

CLASS 1
LOW-SPEED PEDAL-ASSISTED ELECTRIC BICYCLE with a motor that provides assistance only when the rider is pedaling.
⚡ **20 MPH** ⚡
E-ASSIST TOP OUT SPEED

CLASS 2
LOW-SPEED THROTTLE-ASSISTED ELECTRIC BICYCLE with a motor that may be used exclusively to propel the bicycle without pedaling.
⚡ **20 MPH** ⚡
FULL THROTTLE
E-ASSIST TOP OUT SPEED

CLASS 3
SPEED PEDAL-ASSISTED ELECTRIC BICYCLE with a motor that provides assistance only when the rider is pedaling.
⚡ **28 MPH** ⚡
E-ASSIST TOP OUT SPEED

Dogs

Dogs are frequently present in the project area. In the first community survey, when asked about their use of the trails, 38% of respondents reported using the trails with a pet. However, 34% of respondents also reported experiencing conflict involving dogs off- or on-leash. Off-leash dogs can also impact the environment, spreading invasive weeds, damaging native plant species, and disrupting wildlife, particularly mule deer in winter range. Leash laws also protect pets, who can be attacked by animals like cougars or coyotes.

Current regulations in the project area indicate that dogs should be leashed. These regulations are also compatible with regulations in adjacent jurisdictions, including Davis County (Code [Chapter 6.16](#)), the Salt Lake City Foothills, and the City of Bountiful. It is recommended that this leash policy is placed on signs at trailhead kiosks and throughout the project area. Additional enforcement of the on-leash policy will help reduce user conflict, protect pets, and limit impacts to wildlife and the trail ecosystem.

Monitoring

Monitoring visitor use on a trail system also can provide valuable information about how, why, and when a trail system is being used, and can flag the need for any maintenance or manager action. Installing infrared trail counters, monitoring trailhead parking, or routine monitoring of StravaMetro or Placer.ai data could help improve the understanding of visitor volumes and user patterns. AllTrails comments and even social media can share information about user experiences and help flag trail conflicts or concerns.

Routine monitoring of the trail system should also occur as part of regular trail maintenance (see Maintenance Plan below.)



Infrared Trail Counter, Bryce Canyon National Park

Signage and Wayfinding

Signage is one of the primary ways land managers communicate with trail users. A clear, well-maintained signage system improves navigation, supports a positive visitor experience, and provides important information about the trail network and the surrounding area. It also helps manage risk and support emergency response.

Trail signage should be simple, uncluttered, easy to recognize, and placed at major intersections to help users stay oriented. Signs should serve both frequent trail users and first-time visitors, with placement that is strategic and consistent throughout the system. On-the-ground signage should also be thoughtfully designed and strategically placed to help visitors unfamiliar with the area easily orient themselves, navigate the trail system, and understand applicable rules and regulations. Signage planning and placement should be intentional, assuming visitors have no prior knowledge of the area and may not have cellular service or access to mobile applications. In the case of the NSL trail system, signage should also clearly identify permitted uses and regulations, such as keeping dogs on leashes.

Figure 4 identifies key intersections where signage is recommended, as well as critical intersections where merging trails, different use types, and/or terrain indicate a critical need for signage to encourage users to slow down and increase awareness of their surroundings.

Sign design, recreation type, and the overall number of signs all influence how visitors notice and use signs. A successful signage program deploys signage strategically and must balance visibility, clarity, and user needs.

Signage Types

There are a variety of sign types that can provide information about a trail system:

Informational signs: These types of signs are typically located at the trailhead and major intersections. These types of signs often include the most information and are typically larger, featuring area- or system-wide maps and details on trail types, distances, difficulty levels, and restrictions. Trail users typically stop their activity to read these signs.



Informational Kiosk, Ninemile Campground, Finland, MN



Informational Kiosk, Knoxville, TN

Regulatory signs: These signs specifically outline rules or prohibitions for the trail system as a whole, a specific area, or a specific trail (e.g., no camping throughout trail system, dog leash required areas, bike-only trail). Most importantly, these signs should specify the trail users allowed or prohibited, as well as required directions. These signs should be located throughout the trail system as appropriate. These can be standard fiberglass composite signs with stickers, or a more custom sign. These signs should be intelligible to users who are in motion.



Dog Regulation Sign, Spokane County



Regulatory Sign, Slate Creek, Salt Lake City UT

Directional signs: These signs indicate where specific trails are located, as well as recommended or required direction of trail use (e.g., downhill use only, clockwise recommended, two-way traffic) and can include information about trail difficulty. These can be standard fiberglass composite signs with stickers, or a more custom sign. These signs should be intelligible to users who are in motion.



Directional Sign, Avon CO



Directional Composite Sign, Basin Recreation, UT

Educational or interpretive signs: These signs can provide information to users about responsible recreation guidelines or environmental or cultural resources on the trail or in the area. Trail users typically stop their activity to read these signs. The placement of interpretive signage should take into account user types; for example, hikers may be more likely to stop mid-trail to read an interpretive sign than mountain bikers.



Natural Interpretive Sign



Trail Etiquette Sign

Updating Online Mapping Platforms

Many users rely on online platforms for route planning and mid-trail orientation. As the NSL trail system is updated with new, closed, or altered trails, it is critical that online mapping and trail user platforms reflect updated information. The foundation of many online trail platforms is [OpenStreetMap](#) (OSM), a collaborative, open-source mapping platform that relies on contributions from a global mapping community, similar to Wikipedia. It is important to make any trail updates in the OSM system, as well as on specific trail mapping platforms. Upon creating an OSM account, an instructional “walkthrough” demonstrates how to update trail information, including adding new trails, altering trail routes, updating trail permissions, and closing trails.

Once the trails have been updated in OSM, it is recommended that support tickets are filed with each of the most popular trail mapping platforms, which could include OnX/MTB Project, Gaia, Trailforks, AllTrails, and other relevant platforms. Some platforms, such as AllTrails, have public lands management programs ([AllTrails Public Lands Program](#)) in which trail managers can more directly update and manage their trails listed on the platform, provide timely updates to trail users, and access visitation data.

About the Maintenance Plan

Many of the sustainability issues on the NSL trail system can be remedied by the projects identified in this Trail Plan and through routine annual maintenance of the trails. Trails that are not maintained to standard can create critical safety hazards, reduce user enjoyment and use, increase social trail development, impact the surrounding environment, and result in much more costly future trail maintenance.

Given the current size of the trail system, all trails should be considered as part of the annual maintenance program. As the system expands and regular maintenance needs and patterns become better established, maintenance frequency may be adjusted based on trail condition, use levels, resource concerns, and demonstrated need. This approach allows higher-priority areas to receive appropriate attention while reducing unnecessary annual maintenance on trails that remain in good condition.

At present, there is a backlog of deferred maintenance, as evidenced by the current condition of the trails. Managing this backlog should be a top priority, along with an annual maintenance schedule that is developed and shared among trail maintainers. Identifying and understanding the types of maintenance activities needed to properly maintain the trails is essential for communicating expectations to maintenance personnel during training and on an ongoing basis.

The following steps are recommended to begin tackling maintenance on the North Salt Lake Trail System.

- Address deferred maintenance to bring trails up to recommended Design Parameters (outlined in Table 1):
 - » Start by brushing and clearing the trails identified for maintenance in Figure 3 and cleaning out existing drainage features.
 - Prioritize more substantial work in the Wild Rose Trail System, particularly Wild Rose Trail and Chukkar Loop.
 - » Gravity trails should be maintained annually, with particular attention to material collecting at the bottom of turns and drainage features that have filled in.
- After existing trails and drainage are brought up to standard:
 - » Identify where new drainage features are needed to keep trails sustainable. This work will take more time and funding, so it can be phased in over time.
 - » On an annual basis:
 - Continue light clearing and drainage maintenance across the system each year.
 - Maintain high-use trails more extensively as resources allow.
 - Walk the system at least once a year to confirm priorities, and revisit after major storms or other events that affect trail conditions.

Table 4 below includes a description and general cadence of different types of maintenance activities.

Additional resources on trail maintenance planning can be found in the [Forest Service Trail Maintenance and Construction Notebook](#) (2025), the [IMBA Mountain Bike Trail Development Guidelines](#) (2023), the [Pacific Crest Trail Association Trail Skills Curriculum](#) (2019), and the [IMBA Trail Solutions Book](#) (2004).

Maintenance Type	Description	Frequency
Inspections	To understand the type and scale of maintenance needed on the trail system, trail inspections should be performed, either as part of other maintenance activities or as independent activities. Inspections may be helpful before or after busy seasons.	Spring and fall inspections, with additional inspections as needed.
Debris Removal	Debris, such as rocks, branches, and other natural elements, or inorganic trash or litter, should be removed or swept from trail surfaces to prevent tripping and safety hazards, while also protecting trail aesthetics and reducing environmental impact.	Spring and fall inspections and maintenance as needed.
Vegetation Management	Vegetation (branches, bushes, shrubs, etc.) that encroaches into the trail corridor should be trimmed or removed. In general, vegetation should be cleared in accordance with the Trail Design Parameters outlined in Table 1. Potentially hazardous trees should be cleared before they break or fall. Invasive or noxious weeds should be treated as appropriate.	Spring inspection and maintenance, additional maintenance as needed.
Drainage	Drainage structures, such as culverts, water bars, and ditches are critical for preventing erosion, maintaining safety, and ensuring trail sustainability and longevity. Drainage structures should be cleared of debris and vegetation and repaired promptly to ensure proper function.	Spring and fall inspections and maintenance as need. Inspect and maintain after each significant precipitation event.
Tread	The surface of the trails, or the tread, may need to be restored if it has been damaged by debris, water, users, or other factors. This can include fixing ruts and maintaining sculpted features (berms, jumps, etc.) in addition to regular drainage and debris maintenance.	Annual inspection, maintenance as needed.
Structures	Repairing or replacing trail-supportive structures where needed. These include on-trail features such as railings, benches, and steps, as well as trailhead infrastructure such as bike racks, light fixtures, gates and fences, restrooms, and parking. Inspect structures for graffiti.	Annual inspection, maintenance as needed.
Signs and Markings	Repairing or replacing damaged signs and sign posts. Inspect signs for graffiti.	Annual inspection, maintenance as needed.

Table 4. Maintenance Activities and Frequency

Stewardship and Partnerships

Developing and maintaining a robust, fun, and functional NSL trail system requires collaboration among many partners and across jurisdictional boundaries. These partners include federal land managers, such as the Uinta-Wasatch-Cache National Forest, neighboring municipalities and jurisdictions, including Davis County, Salt Lake County, Salt Lake City, Bountiful City, and volunteer community members and organizations.

This strong ecosystem of partners is a big opportunity for North Salt Lake to advance projects that may be difficult to accomplish alone, leveraging shared capacity, expertise, funding, and stewardship to achieve larger trail system improvements over time. However, strong partnership also requires strategic planning and coordination to most effectively integrate the capabilities of the city employees, neighboring municipalities, agency partners, and the nonprofit organizations and volunteer groups who all work on and steward these trails. To ensure that North Salt Lake has the capacity to coordinate strong partnerships and manage the trail system, the City should consider hiring a part-time or full-time trails coordinator position. This person could be responsible for periodic trail maintenance inspections, directing maintenance needs, applying for grants, overseeing new trail development, and coordinating with volunteers and partners.

Below are some considerations on how to best collaborate with North Salt Lake's various partners.



Bonneville Shoreline Trail

Working with the National Forest

Successful implementation of this Trails Master Plan will require ongoing coordination with the Uinta-Wasatch-Cache National Forest, which manages lands within this project area and adjacent to North Salt Lake. These Forest Service lands are managed by the Salt Lake Ranger District and play a key role in future trail connectivity, maintenance, and expansion opportunities. The Forest Service operates within a structured planning and environmental review framework and a codified set of trail and signage standards. Trail projects on USFS land also often require significant lead time. As a result, the City should focus on building long-term relationships with District staff, staying informed about relevant planning efforts, and identifying opportunities to align local priorities with Forest Service recreation and resource management objectives.

Partnership Considerations

- **Engagement:** Engage Forest Service staff early in project development to help identify opportunities, constraints, and information needs before significant resources have been invested. Maintain regular communication with key contacts to stay informed about changing priorities, funding opportunities, and upcoming projects.
- **Shared objectives:** Frame trail proposals in terms of shared objectives, such as improving recreation access, addressing maintenance needs, enhancing connectivity, reducing unauthorized trail development, or improving visitor experiences. Reference the Forest Plan, travel management plans, and recreation plans in these proposals.

- **Capacity:** Recognize that Forest Service staff often manage large trail systems with limited capacity. When feasible, support projects through volunteer programs, stewardship initiatives, grant partnerships, maintenance assistance, or other collaborative efforts that help advance shared goals.
- **Partnership agreements:** Explore formal partnership tools, such as a Memorandum of Understanding (MOU), Challenge Cost-Share Agreements, volunteer agreements, and maintenance operating plans, to define responsibilities, leverage City resources, and establish a framework for implementing and maintaining trails across jurisdictional boundaries. Formal agreements can provide continuity through staffing changes and create a clear path for project delivery and long-term stewardship.
- **Data and documentation:** Document trail use, maintenance needs, and community support for proposed projects. Clear data and demonstrated public benefits can help support future planning and funding discussions.
- **Planning updates:** Monitor updates to the Forest Plan, travel management plans, recreation plans, and environmental review processes that may affect long-term trail opportunities. Participation is most effective when communities engage early in the planning process.

See the IMBA resource, [Working with the US Forest Service](#), for more detailed guidance on working with Forest Service partners, last updated in Spring 2026.

Working with the Neighboring Municipalities

North Salt Lake's trail system connects not only to Forest Service land, but also to the regional BST, trails within Bountiful City (Davis County), unincorporated Davis County, and Salt Lake City (Salt Lake County). The boundaries between these different jurisdictions can range from invisible to confusing for trail users and can create logistical challenges for land and trail managers if coordination is not proactive.

Partnership Considerations

- **Coordination frequency:** Establish regular coordination meetings with neighboring jurisdictions to discuss trail planning initiatives, maintenance needs, funding opportunities, and upcoming capital projects that may affect shared trail corridors or regional connectivity.
- **Signage:** Develop a common approach to trail signage, including wayfinding, trail naming conventions, difficulty ratings, regulatory signage, regional trail system maps, and branding conventions, to create a seamless user experience across jurisdictional boundaries.
- **Maintenance:** Coordinate on maintenance standards and expectations, including trail surface conditions, vegetation management, drainage improvements, inspection schedules, and reporting procedures, so that trail users experience a consistent level of quality throughout the regional network.
- **Agreements:** Develop interlocal agreements or other formal partnerships to establish clear maintenance responsibilities and expectations for trails that cross jurisdictional boundaries.
- **Funding:** Pursue joint grant applications and funding opportunities for regional trail projects, wayfinding programs, trailhead improvements, maintenance equipment, and connectivity initiatives that benefit multiple jurisdictions.
- **Ongoing collaboration and communication:** Collaborate on trail system planning efforts to ensure new trails, trailheads, and connections support broader regional goals and do not create gaps or inconsistencies in the network. Share trail use data, user feedback, maintenance observations, and planning studies as relevant. In this vein, North Salt Lake is already pursuing a joint effort to complete the NEPA process for trails on USFS land in coordination with Salt Lake City.



Wild Rose Trail in Winter

Working with the Volunteers

Volunteers are often crucial in developing, activating, and maintaining trail systems. Depending on local capacity and needs, volunteer efforts may support everything from routine maintenance and stewardship to larger workdays that supplement the efforts of city staff, land managers, and professional trail crews. Working with volunteers can expand the city's capacity by mobilizing many hands for relatively little cost, and volunteer hours can sometimes even be used as “in-kind” matches to unlock grant funding. Importantly, volunteer involvement creates a sense of local ownership and pride in the trail system, leading volunteers and the community at large to recreate more frequently and responsibly.

Education and public engagement are critical components of effective trail system management as well. Municipalities and land managers often do not have the resources to manage trail systems independently and must rely on advocacy organizations, community partners, and volunteers to help educate visitors about trail etiquette, responsible use, and applicable rules and regulations. User group-led education and outreach (social media) has proven successful in many communities, helping land managers improve compliance, reduce conflicts, and foster a shared sense of responsibility for the trail system.

That said, having a strong volunteer system still requires significant coordination and management to ensure volunteer time is mobilized effectively. Workdays must be scheduled with the volunteering organizations or the general public, work projects must be scaled to the size and technical capacity of the volunteer groups, and volunteers must be properly trained and outfitted with the proper tools and personal protective equipment to be successful. Because volunteer work may vary

in quality and technical skill, it must be closely supervised to ensure that completed work meets City, land manager, and trail design standards and does not create safety issues, environmental impacts, or liability concerns. Public volunteer workdays typically take place on weekends to accommodate public availability, which can be an additional logistical hurdle for city staff, land managers, or professional contractors.

When wielded and managed properly, volunteer partnerships can bring trails projects and ongoing trail maintenance to life. Below are some considerations about how best to engage with volunteer partners.

Partnership Considerations

- **Rightsizing:** Identify the right volunteer roles for the right projects, distinguishing between tasks that are appropriate for general volunteer work days, experienced trail stewards, nonprofit partners, and professional trail builders.
- **Clear direction:** Develop clear work plans before volunteer events, including the location, scope of work, needed tools, safety considerations, staff oversight, and expected outcomes.
- **Training and supervision:** Provide training and on-site supervision so that volunteer work meets City, land manager, and trail design standards and does not create future maintenance issues, safety concerns, or environmental impacts.
- **Coordination:** Coordinate volunteer work with the City's maintenance schedule so that volunteer efforts address priority needs and complement work completed by City staff, contractors, or agency partners.
- **Proper tools:** Equip volunteers with appropriate tools and personal protective equipment, and establish expectations for tool use, safety protocols, weather conditions, and when work should be postponed or stopped.

- **Documentation:** Use written agreements, waivers, and documentation to clarify roles, responsibilities, liability considerations, and expectations for both volunteers and partner organizations.
- **Weekend coordination:** When working with volunteers or partners, minimize weekend staffing needs by completing project layout and making technical decisions in advance, empowering trained volunteer crew leaders to oversee appropriate work, and consolidating volunteer activities into strategically scheduled workdays.
- **Tracking:** Track volunteer hours and accomplishments so the City can document the value of volunteer contributions, support future grant applications, and better understand ongoing stewardship capacity.
- **Recognition:** Recognize and communicate the value of volunteer contributions through public appreciation, stewardship events, and regular communication to help sustain long-term community ownership of the trail system.

Working with the State Trail Crews

In 2021, the State of Utah created four regional trail crews, housed within the Utah Division of Outdoor Recreation. Each crew is tasked with trail maintenance and rehabilitation, working to keep Utah's extensive trail networks in top condition. The trail crews work with a variety of stakeholders to ensure that Utah remains a desired force in outdoor recreation by developing world-class trail networks. Trail Crews work on both motorized and non-motorized trails throughout the state, typically doing a wide range week-long of restoration and maintenance work, including:

- Vegetation work
- Grooming
- Repair from erosion or wear & tear
- Re-routing
- Rock work or stair building
- Stabilization
- Emergency repair for a trail that is currently not usable
- Hazard tree removal
- Bridge work
- Sign installation
- Trailhead/kiosk

North Salt Lake is located within the Northern Trail Crew Region, based in Salt Lake City, and has worked with this Trail Crew in the past to maintain and restore the trails in North Salt Lake. The regional trail crew is a valuable resource for North Salt Lake and should be included in future trail maintenance and restoration plans.

Cost Considerations

Table 5 provides planning-level cost estimates for trail work, including initial flagging and design, construction, decommissioning, and ongoing maintenance.

Item	Planning Rate
Flagging & Design (layout)	\$0.50 per linear foot
Purpose-built Construction – planning estimate	\$6.00 per linear foot
Decommissioning	\$2.00 per linear foot
Annual Maintenance – Mechanical	\$2,000 per mile
Annual Maintenance – Hand crew	\$1,200 per mile

Table 5. Planning-Level Cost Estimates

Planning level cost estimates for conceptual trail corridors are preliminary and should not be considered fixed construction costs. Actual costs may vary significantly based on final trail alignments, terrain, access, environmental conditions, construction methods, staff and contractor experience, material costs, crew availability, market conditions, and the type and number of specialty features included. Estimates should be refined as trail alignments and design details are developed. Key planning assumptions include:

- Planned trail corridors can tend to be around 10% shorter than built trail alignments. 10% should be added to corridor distances to ensure construction cost opinions are based on potential alignment lengths.
- Purpose-built construction may range between \$2.00-\$12.00 per linear foot. Costs are generally lower in simple, accessible terrain and higher in steep, rocky, remote, or technically challenging areas. \$6.00 per linear foot is a reasonable estimate for the NSL Trail System.
- Trail decommissioning is estimated at \$2.00 per linear foot where mini-excavator access is available. Trails that cannot be reached by machinery will require hand-crew work and may take several seasons to fully rehabilitate and revegetate.
- The condition of existing trails in North Salt Lake is unlikely to require machine maintenance work, which is also quite costly. The city should prioritize hand maintenance, particularly to leverage its volunteer base. Maintenance budgets should be higher during the initial years to address existing deficiencies and bring trails up to standard. Annual system-wide maintenance costs may decrease once the initial backlog has been addressed.

The table below outlines the design, construction, and maintenance costs for conceptual additions to the North Salt Lake Trails System in the Woodbriar and Wild Rose zones.

Trail Segment Label	Trail Name	Length (miles)	Design/ Flagging Cost	Construction Cost (Planning Estimate)	Annual Maintenance – Hand Crew
A	Woodbriar Trailhead to BST	2.00	\$5,280	\$63,360	\$2,400
B	BST to Woodbriar Trailhead	1.90	\$5,016	\$60,192	\$2,280
C	Woodbriar Trailhead to Sunset Point	0.70	\$1,848	\$22,176	\$840
D	Sunset Point to BST connector	1.00	\$2,640	\$31,680	\$1,200
E	BST to Wild Rose (downhill gravity trail)	1.30	\$3,432	\$41,184	\$1,560
F	Wild Rose TH to BST (multi-use)	2.00	\$5,280	\$63,360	\$2,400
N/A	All conceptual additions in Neighborhood Zone	0.28	\$739	\$8,870	\$336
System Total		9.18	\$24,235	\$290,822	\$11,016

Table 6: Trail Segment Cost Estimates

In order to maintain 7.40 miles of existing trails identified in Figure 3, annual hand crew maintenance costs are estimated at \$8,880. These maintenance costs only include existing trails within the North Salt Lake Trail System (Wild Rose, Woodbriar, and Neighborhood Zones) and do not include the BST, which is maintained by Marion County. Machine maintenance is not anticipated to be needed at this time.

Lastly, it is recommended that \$47,740 is budgeted for decommissioning the 4.52 miles of trails identified in Figure 3.

Planning recommendations also include a small trailhead in the Woodbriar Way area. At this conceptual stage, construction costs are difficult to predict accurately, particularly without survey, engineering, and site-specific design information. Using

the improvements identified in this plan as a guide, a small, secondary trailhead is estimated to cost between approximately \$125,000 and \$250,000.

The lower end of the range assumes a basic gravel trailhead with survey and staking, site clearing, excavation and grading, aggregate surfacing, a concrete pad, revegetation, and signs or a kiosk. The upper end allows for additional improvements such as asphalt paving, parking delineation, and a vault toilet. Actual costs may vary based on final design, site conditions, utility needs, permitting requirements, material and labor costs, and market conditions at the time of construction.

Funding Options and Sources

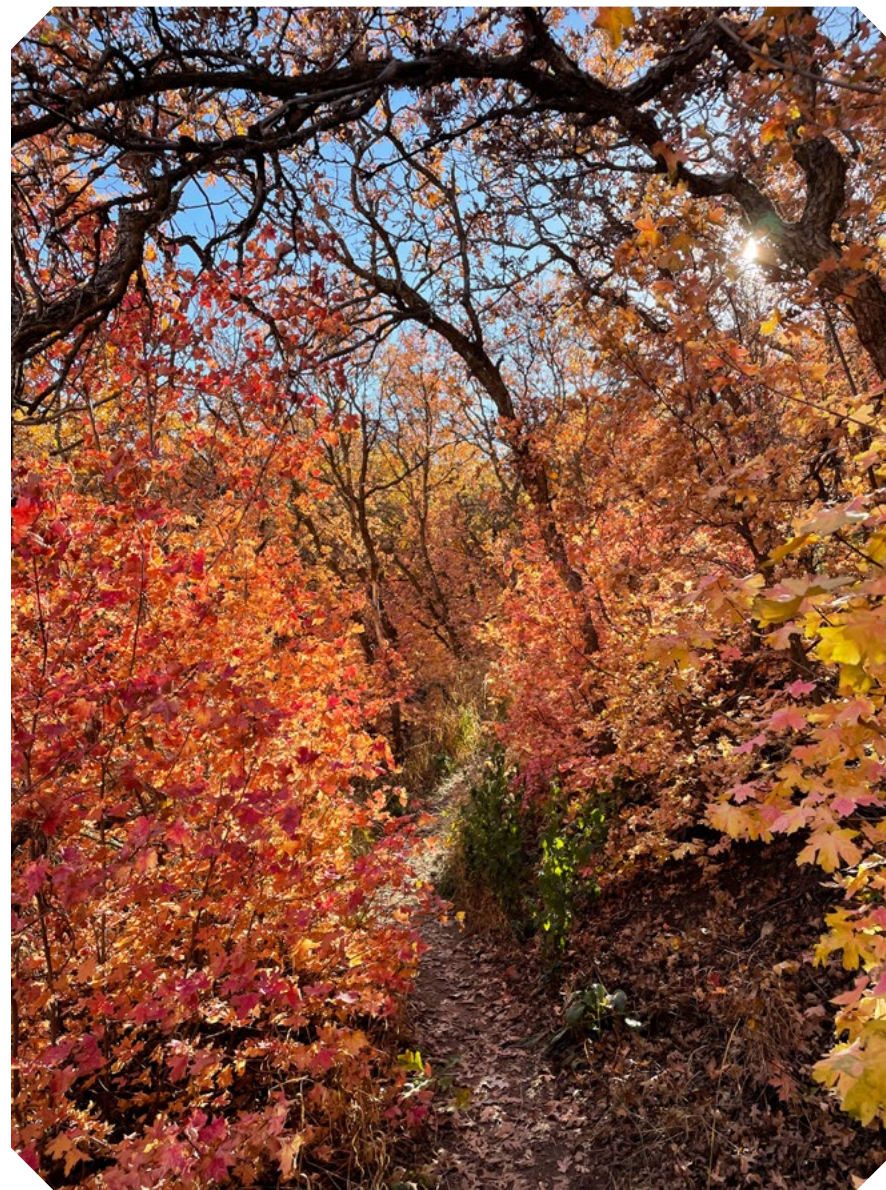
Local Funding Options

North Salt Lake already has several municipal funding tools in place to help implement this plan's recommendations. The City levies a voter-approved Recreation, Arts, and Parks (RAP) tax (a 0.1% local sales tax authorized under Utah Code 59-12-1401) that provides dedicated annual funding for recreation, arts, and parks facilities, including trails. The City also holds general obligation (GO) bond authority, allowing it to ask voters to approve larger capital investments, such as new trailheads or trail construction, repaid over time through property taxes, similar to bonds recently used by other Wasatch Front communities. The City issued a bond in 2009 to finance the construction of Legacy Park, Tunnel Springs Park, and Wild Rose Trailhead Park, using the newly enacted RAP tax revenue to repay the bond. In addition, the City collects parks and trails impact fees on new development to help fund system improvements proportional to growth.

Given the strong community support for more direct trail funding identified through this planning process, the City should consider reaffirming and expanding the scope of the RAP tax to explicitly prioritize trail maintenance and capital needs, evaluating a future GO bond cycle tied to the priority trail projects identified in this plan, and evaluating its impact fee schedule to reflect the proposed trail mileage and facilities recommended here.

External Grants

To supplement local and municipal funding sources, the City of North Salt Lake could apply for the following grant and funding sources to implement the recommendations of this Trails Master Plan. Grant regulations, funding amounts, and relevant projects differ and may change over time.



Wild Rose Trail in Fall

Utah Outdoor Recreation Grant (UORG)

Granting Organization: Utah Division of Outdoor Recreation

Grant Information: <https://recreation.utah.gov/grants/utah-outdoor-recreation-grant/>

The Utah Outdoor Recreation Grant (UORG) program supports the development of outdoor recreation infrastructure that expands public recreation opportunities, improves quality of life, and strengthens local and regional recreation assets. The program regularly funds trail construction, trailhead development, wayfinding systems, and recreation access improvements. There are three tiered funding categories; each funding category has slightly different purposes and application requirements.

Funding Amounts

- Mini-Grant - Up to \$30,000
- Tier 1 - \$30,001 - \$500,000
- Regional Asset Tier - \$500,001 - \$1,000,000

Grant Program Regulations & Guidance

- Applicants must be eligible public entities, nonprofit organizations, tribal governments, or other approved entities.
- Projects must provide a publicly accessible recreation benefit.
- Sliding scale match suggests a 50/50 match for municipalities in Davis County.
- Grant-funded improvements must remain available for their intended public recreation purpose.
- Applicable environmental review, permitting, and procurement requirements must be satisfied.
- Projects are evaluated based on:
 - » Community need, buy-in and economic impact
 - » Recreational value
 - » Project readiness
 - » Improved physical and recreational access
 - » Budget clarity and project costs
 - » Special consideration for areas with clear needs

Potential North Salt Lake Applications

- BST connections
- Wild Rose Trail system improvements
- New trailheads and access points
- Wayfinding and interpretive signage
- Accessibility improvements

Recreation Restoration Infrastructure Grant (RRI)

Granting Organization: Utah Division of Outdoor Recreation

Grant Information: <https://recreation.utah.gov/grants/recreation-restoration-infrastructure-grant/>

RRI funds are available to address the need to restore, repair and/or replace aging or degraded outdoor recreation infrastructure located on public lands, including trails, campground/picnic sites, water recreation infrastructure, and accessible outdoor recreation facilities.

Funding Amount: \$5,000 - \$250,000

Grant Program Regulations & Guidance

- The infrastructure must be on publicly owned lands, which can be city, county, state or federally owned and managed. If on federal or state-managed lands, coordination with the appropriate land management is essential.
- Projects must focus on restoration, rehabilitation, or repair activities, going beyond basic or recurring maintenance. Projects must address critical issues related to safety, user experience, and the prevention of damage to natural and cultural resources.
- Competitive RRI applications include: eligible projects, fully planned and ready for implementation, specific plans and/or locations for work to be completed, an estimated timeline, established partnerships, and letters of support from associated land managers.
- Funded facilities must be publicly accessible.
- Environmental compliance and permitting requirements apply.
- Sliding scale match suggests a 50/50 match for municipalities in Davis County.

Potential North Salt Lake Applications

- Trail tread stabilization
- Drainage and erosion control projects
- Rehabilitation of degraded trail segments
- Social trail closure and restoration
- Trailhead rehabilitation
- Resource protection projects

Recreational Trails Program (RTP)

Granting Organization: Utah Division of Outdoor Recreation
(Federal Highway Administration Funding)

Grant Information: <https://recreation.utah.gov/grants/recreational-trails-program/>

The Recreational Trails Program provides federal funding for the construction, restoration, and maintenance of motorized, non-motorized, and diverse-use trails and trailside facilities. While managed by the Utah Division of Outdoor Recreation, projects that receive this federal funding are subject to environmental regulations, labor practices, and other federal regulations.

Funding Amount: \$10,000 - \$200,000

Grant Program Regulations & Guidance

- Projects must serve public recreational trail use. Motorized and non-motorized projects are both accepted and evaluated separately.
- All RTP projects require a NEPA review regardless of the applicant or project location. NEPA studies completed within 18 months of the project start date are eligible for use as local match for the project, though these costs are not reimbursable.
- Accessibility standards must be met where applicable.
- Local match of at least 20% is required.
- Projects funded typically address one or more of the

following categories:

- » Development and maintenance: trails, crews, facilities, signage
- » Equipment purchase: maintenance, grooming, construction
- » Education: publications, programming
- » Acquisition: easements, fee-simple
- A high scoring application will likely exhibit budget clarity, community involvement, partnerships, vision, and problem solving.

Potential North Salt Lake Applications

- New trail construction
- Trail reconstruction and rehabilitation
- Trail bridges and drainage improvements
- ADA-accessible trail improvements
- Trailhead facilities
- Trail education and stewardship infrastructure

Transportation Alternatives Program (TAP)

Granting Organization: Wasatch Front Regional Council (WFRC) / Federal Highway Administration

Grant Information: <https://wfrc.utah.gov/funding/transportation-project-funding/tap/>

The Transportation Alternatives Program funds the planning and construction of bicycle and pedestrian infrastructure projects that improve transportation choice, accessibility, and connectivity.

Funding Amount

By population formula, the federal government currently apportions approximately \$1,000,000 in TAP funds each year to the Ogden-Layton Urban Area.

Grant Program Regulations & Guidance

- Funds may be used for planning, design, and construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure that will provide safe routes for non-drivers, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.
- Funding eligibility includes Safe Routes to School infrastructure projects.
- Projects must be included within applicable transportation planning processes.
- In order for the WFRC staff to recommend whether a sponsor should submit an application, the “Letter of Intent” must include the project name, project limits, a brief project description, and an estimated total project cost.

Potential North Salt Lake Applications

- Neighborhood-to-trail connections
- Shared-use pathways
- Improved access routes to trailheads
- Crossings serving trail users
- Connections to schools and parks
- Active transportation connections to the regional trail system

Land and Water Conservation Fund (LWCF)

Granting Organization: Utah Division of Outdoor Recreation, Federal Funding

Grant Information: <https://recreation.utah.gov/grants/land-water-conservation-fund/>

The Land and Water Conservation Fund (LWCF) provides funding for the acquisition and development of outdoor recreation spaces. Through LWCF grants, communities can protect public lands, create parks, and improve recreational facilities in order to expand access to outdoor recreation, preserve natural landscapes, and ensure that these resources are available for future generations.

Funding Amount: \$200,000 - \$2,000,000

Grant Program Regulations & Guidance

- Funded properties must remain dedicated to public outdoor recreation use in perpetuity.
- A 50/50 match is required.
- Project categories typically include property acquisition to expand and enhance public outdoor recreation opportunities, conserve natural resources, and protect cultural and historic sites; the development of public outdoor recreation facilities; or a combination of both.
- NEPA requires grant applications to undergo an environmental and cultural/historical review process before receiving federal approval. A NEPA pathway must be established before the issuing of a contract.
- Compliance with the Statewide Comprehensive Outdoor Recreation Plan is required.
- Maintenance of the project is the sole responsibility of the grant awardee.

Potential North Salt Lake Applications

- Trailhead development
- Park-to-trail connections
- Open space access improvements
- Recreation facilities supporting trail use
- Regional recreation amenities



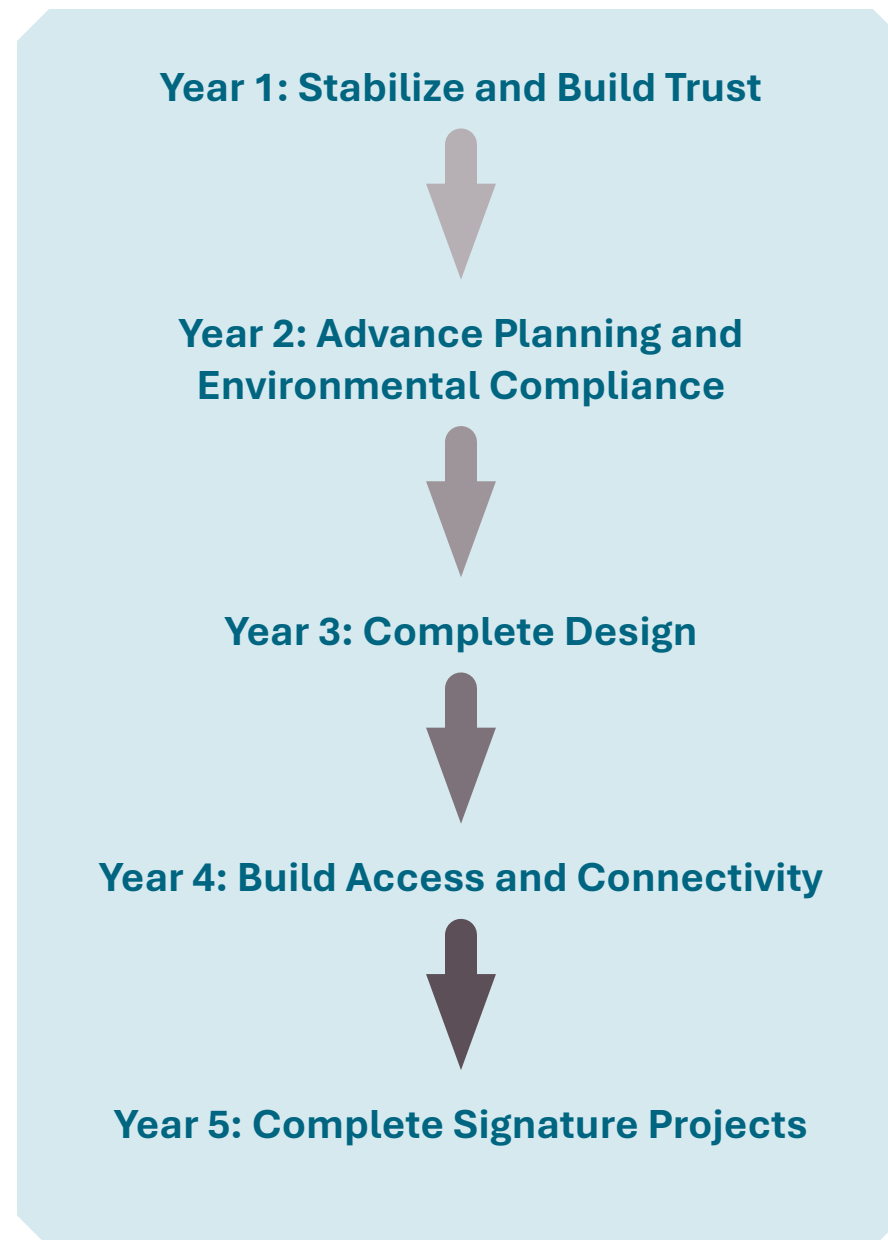
Prioritization Plan

5-Year Prioritization Plan

The recommendations in this Master Plan are intended to transform the North Salt Lake trail system into a more sustainable, cohesive, and easier-to-manage recreational asset. The overall strategy builds upon the core recommendations developed throughout the planning process: improving trail network design, enhancing trail conditions across the system and to the BST, reducing unsanctioned trail development, strengthening wayfinding, improving user management, promoting stewardship, and increasing coordination with neighboring jurisdictions and the United States Forest Service.

This prioritization plan outlines a five-year roadmap for how these strategies can be carried through from ideas through implementation. The implementation of many of the strategies below can and should occur simultaneously, but specific actions can be chosen a la carte to develop and enhance the trail system. Early actions should emphasize maintenance, wayfinding, trail stewardship, and closure of unsustainable routes. These projects are highly visible, relatively low cost, and provide immediate benefits to trail users while building support for more complex future investments. Once these foundational actions are underway, the City can advance environmental review and funding efforts necessary to implement new trail connections, trailhead improvements, and purpose-built trail facilities.

The roadmap below provides an outline for recommended phasing, but the timing of these actions may shift or occur simultaneously due to budgets, staff availability, and timing of environmental review.



Year 1: Stabilize and Build Trust

Goals: Address the most visible deficiencies in the current system, establish a consistent management framework, and initiate long-term planning actions.

Design and construction of the Wild Rose to BST Connector

- Complete design and construction of the connector trail between Wild Rose and the BST to replace the small section of user trail and improve connectivity between these two trails.

System-wide maintenance

- Address deferred maintenance backlog. All trails should be considered as part of the annual maintenance program.
- Prioritize high-use trails, drainage issues, vegetation management, and trail safety concerns.
- Establish annual maintenance standards and inspection protocols that include the Trails Committee.

Wayfinding and signage improvements

- Continue working to develop a unified North Salt Lake trail branding and signage program.
- Install directional signs at major intersections.
- Update trailhead maps and improve regulatory signage.
- Coordinate official trail information with digital mapping platforms.

Visitor management measures

- Install trail counters.
- Begin monitoring trailheads and conflict areas, focusing on Wild Rose.

Early social trail closures

- Begin closure and restoration of the highest priority unsustainable routes in Wild Rose and Woodbriar Zones.
- Use signage and public outreach to explain restoration objectives.

Initiate NEPA process and coordinate with neighboring municipalities

- Initiate the NEPA process for projects occurring on USFS lands. Coordinate with the USFS regarding permitting requirements and management expectations.
- Develop and submit Project Proposal Letter (PPL) for submission to the USFS.
- See Appendix D: NEPA Process: Environmental Assessments and Categorical Exclusions for more information.

Partnership development and grant readiness

- Formalize collaboration with the USFS, Davis County, Salt Lake City, and Bountiful, particularly around maintenance responsibilities and new trail projects.
- Explore outreach and partnerships with trail organizations and volunteer stewardship groups.

Year 2: Advance Planning and Environmental Compliance

Goal: Prepare for future capital investments while continuing visible on-the-ground improvements.

Complete NEPA Process

- Complete the environmental review process and advance the project through final analysis in coordination with the USFS.
- Address any remaining environmental, cultural, biological, or design-related requirements identified during the review.
- Obtain the necessary USFS decision and approvals to allow final design and implementation to move forward.

Expand trail closures, restoration, and NSL reroutes

- Continue decommissioning and revegetation of redundant and unsustainable trails throughout the system and in the Neighborhood Zone.
- Pursue Neighborhood Zone improvements, including options with the HOA to consider rerouting trail and relocating trailhead.

Grant and funding pursuit

- Pursue federal, state, and recreation grant opportunities. Engage adjacent municipalities as potential partners and build partnerships and coalitions with different trail groups.
- Develop funding packages for trailhead facilities, connectors, and purpose-built trail construction.

Year 3: Complete Design

Goal: Move from planning into implementation readiness.

Preconstruction design

- Refine conceptual trail corridors within Wild Rose and Woodbriar.
- Complete trail flagging and field-based alignment reviews.
- Finalize trailhead concepts and access improvements.

Continue maintenance and monitoring

- Maintain the system-wide maintenance program established in Years 1 and 2.
- Use trail counter and any user feedback data to adjust priorities.

Year 4: Build Access and Connectivity

Goal: Deliver the first major capital improvements.

Begin to construct purpose-built trail opportunities

- Develop the recommended downhill bicycle trail experiences in Wild Rose and Woodbriar. Trailhead construction can be phased alongside purpose-built trail construction if desired.

Construct key connector routes

- Prioritize trail segments that improve connectivity to the BST and create sustainable loop opportunities.
- Implement additional use-separation strategies

Improve management of directional and single-use trails where recommended.

- Install associated signage and trail-control features at key intersections.

Year 5: Complete Signature Projects

Goal: Deliver the highest-value recreation investments identified in the Master Plan.

Continue to construct purpose-built trail opportunities

- Develop the recommended downhill bicycle trail experiences in Wild Rose and Woodbriar.
- Complete remaining priority trail connections identified through prior phases.

Construct trailheads and portal improvements

- Develop trailhead access improvements, including potential Woodbriar trailhead enhancements. Trailhead construction can be phased alongside purpose-built trail construction if desired.
- Improve visitor orientation and system entry points.

System optimization

- Evaluate effectiveness of trail closures, visitor management strategies, signage, and maintenance investments.
- Update priorities based on monitoring results and user demand.



Appendix



Appendix A: Spring Community Engagement Summary

Introduction

The North Salt Lake Trails Master Plan online Visioning Survey was available to the public from April 23rd – May 17th. This survey was advertised through digital and print channels, as well as at several in-person engagement events. This survey was supplemented by printed engagement boards to capture in-person feedback, which is included in this summary. The survey received 320 total responses; 239 complete, and 81 partial, all of which are included in this summary. Approximately 25 individuals provided in-person feedback.

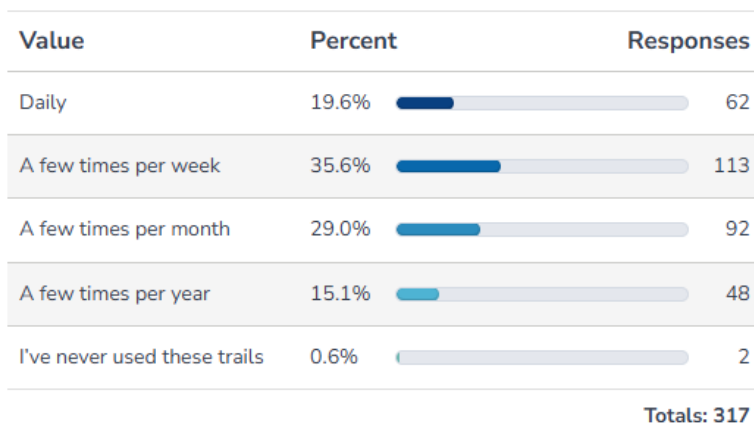
Key Takeaways and Themes

- **Hiking/walking and mountain biking are the two most common activities on the NSL trail system.** Hiking/walking is an activity that was reported most frequently by all users, but when asked which activity they did the most, mountain biking was most common.
- **The NSL trails are used frequently;** 36% of survey respondents report using the trails “a few times per week,” followed by “a few times a month” and “daily.”
- **The majority of users drive to the trails** and often use the trails with friends or family or alone. Just over one-third of respondents report using the trails with a pet.
- **More than three-quarters of respondents were “satisfied” or “very satisfied”** with the current trail system.
- **The BST and Wild Rose Trail** were the two most popular trails. A common concern and suggestion among respondents was to improve the connection between these two trails, as the current connection is very steep and challenging.
- **E-motorcycles, a lack of signage, user conflicts between bikes and pedestrians, dogs, and dog poop** were the most common concerns voiced by survey respondents.
- **The majority of survey respondents are residents of North Salt Lake and are primarily in the 35 – 64 age range.** There is less representation of users under 34 or over 65.

Trail Access & Usage

How often do you use the trails in this area?

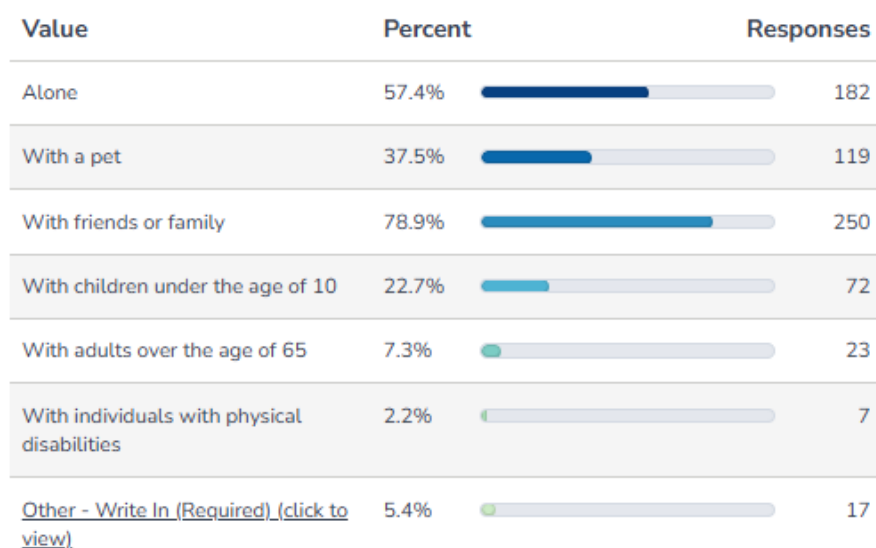
Survey respondents most commonly use the trails “a few times per week” (36%), followed by “a few times per month” (29%), and “daily” (20%). Only 15% of respondents use the trails “a few times per year” and only 2 respondents (1%) never use them.



Who do you typically use the trails with? Please select all that apply.

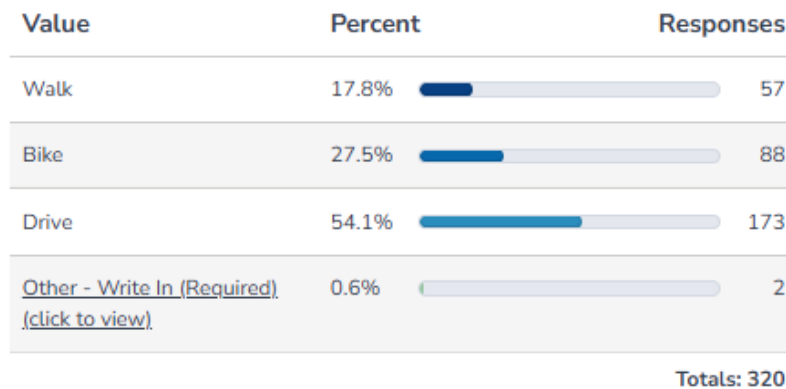
Survey respondents most commonly use the trails with friends or family (79%) and alone (57%). More than one-third of respondents (38%) reported using the trails with a pet, and nearly a quarter (23%) reported using the trails with children under the age of 10. Only 7% (23 respondents) reported using the trails with adults aged 65 or older, and 2% (7 respondents) reported using the trails with individuals with physical disabilities.

13 of the 17 respondents who selected “other” wrote in comments about biking, predominantly with mountain biking teams. Additional comments included mentions of a service dog and horses.



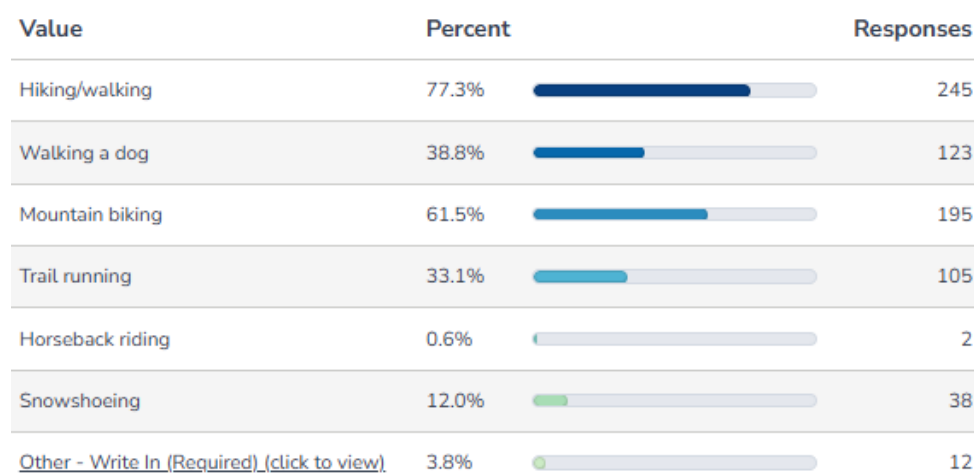
How do you typically get to the trails in this area? Please select your most common transportation method.

More than half of all respondents reported driving to access the NSL trails (54%). Just over a quarter (28%) reported biking, while 18% reported walking. The two “other” responses reported running to the trails.



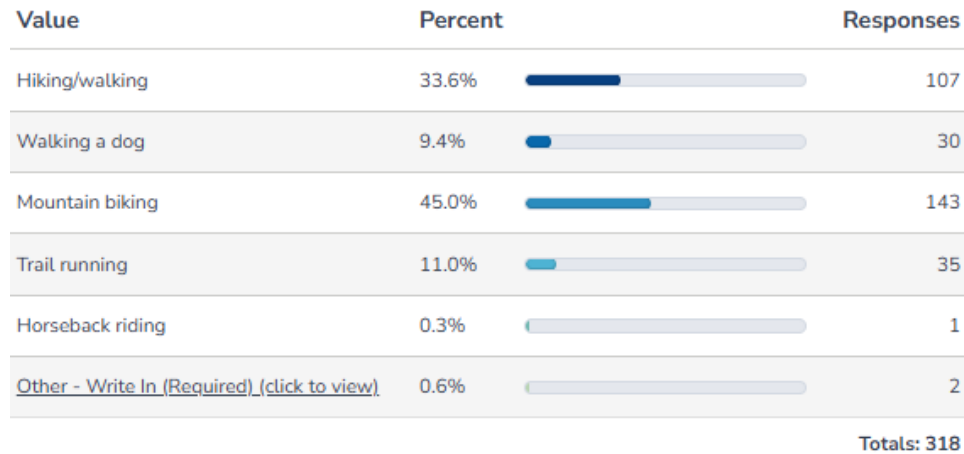
What types of activities do you engage in on these trails? Choose all that apply.

The majority of survey respondents report hiking and walking (77%) and mountain biking (62%) on the NSL trails. Approximately one third of respondents also report walking a dog (39%) and trail running (33%). Winter usage is moderate, including snowshoeing (12%) and written comments including hiking with spikes, backcountry skiing, and snow biking. Only two respondents (1%) reported horseback riding. Other written comments included several mentions of birding and wildlife viewing/sightseeing, hunting access, and road biking.



What activity do you do most often on these trails? Choose one.

When users were asked to select their most common activity, the top response was mountain biking (45%), followed by hiking/walking (34%). Trail running (11%) and walking a dog (10%) were less common, and only one respondent listed horseback riding as their top activity. Written comments included birding and road biking.

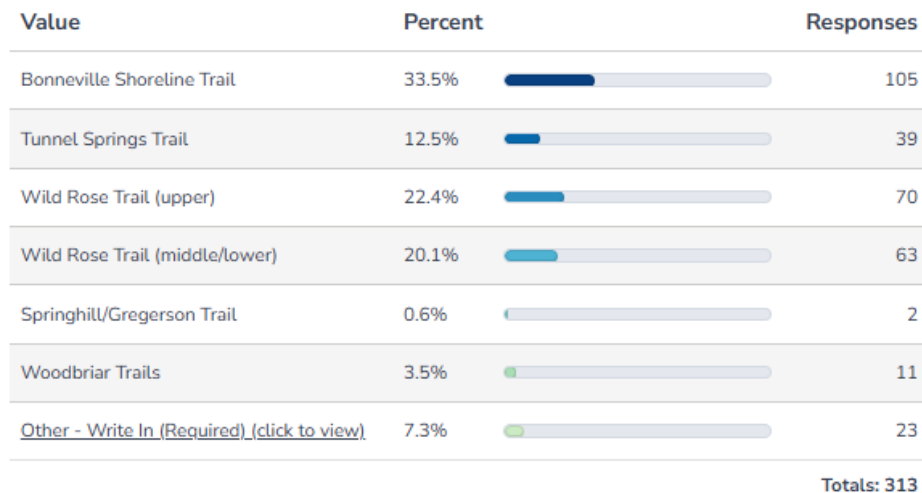


Trail-Specific Questions

What is your favorite trail in the area?

The **Bonneville Shoreline Trail (BST)** was the most popular among respondents (34%), followed by **Wild Rose Trail (upper)** (22%) and **Wild Rose Trail (middle/lower)** (20%). Tunnel Springs trail was listed as a favorite by 13% of respondents, while Woodbriar Trails received 4% and Springhill/Gregerson Trail received 1%.

Written comments included eight mentions of the Lost Lad trail, two mentions of Mueller Park, and Wild Rose to Dude Peak. Several comments listed “all of them,” with one mention each of Foxboro trails, Summerwood, Hidden Lake switchbacks, future connector to BST, and one comment asking for better trails.

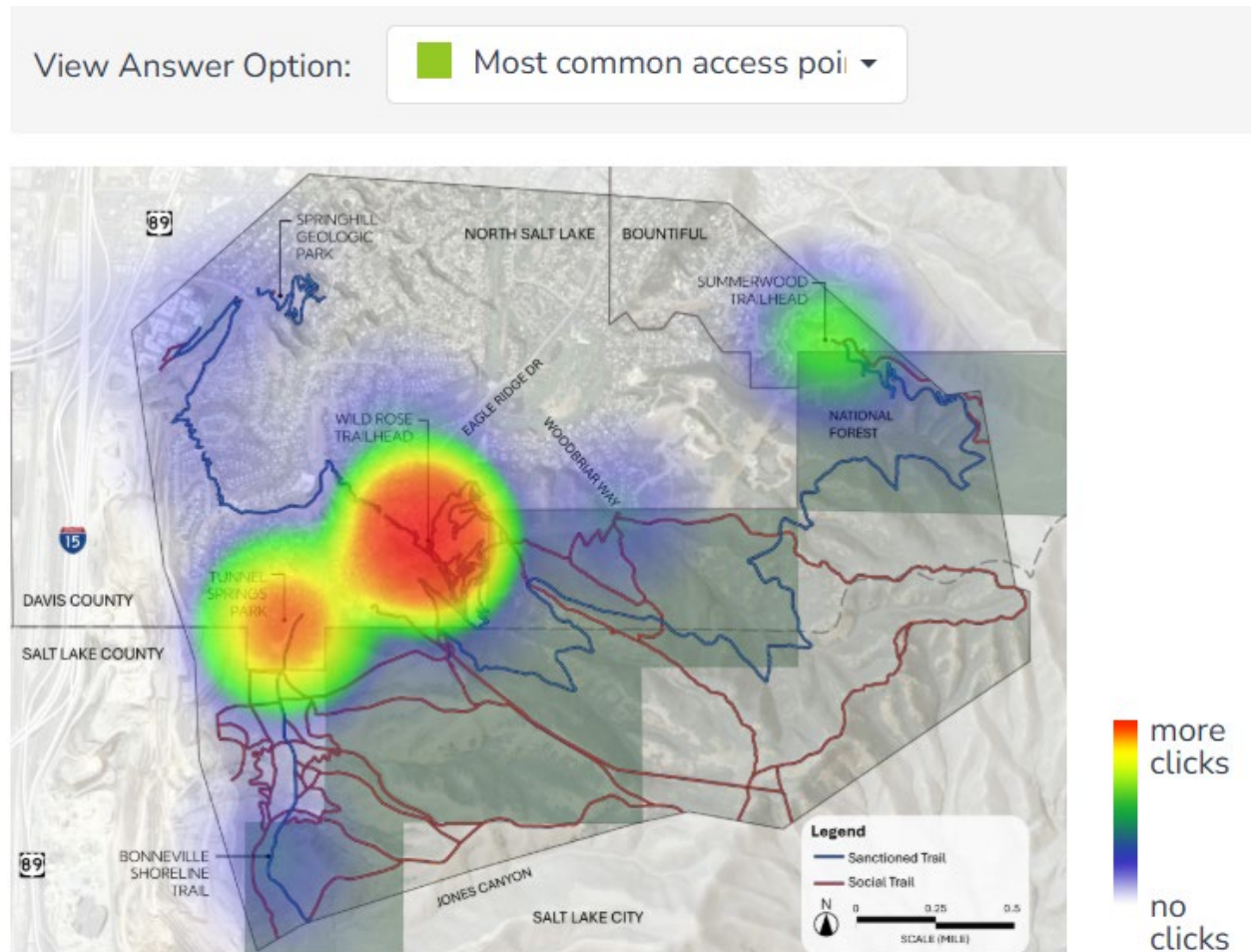


On the in-person engagement boards, “favorite trail” stickers were placed at the Tunnel Springs trailhead, on the Wild Rose trail, at Woodbriar Way Trailhead, and along the Eagle Crest trail.

Please click on the map to identify: Where you typically access the trail network (trailhead, parking lot, etc.)

Respondents left 182 “most common access point pins on the map,” with the most common access points at the Wild Rose Trailhead, followed by the Tunnel Springs Park. Respondents were

able to leave comments with their pins, and several left elaborations or clarifications on their specific access points. On the in-person engagement boards, the majority of “access point” stickers were placed at the Wild Rose Trailhead, with a few at Tunnel Springs Park and the Hidden Lakes (“Summerwood”) Trailhead.

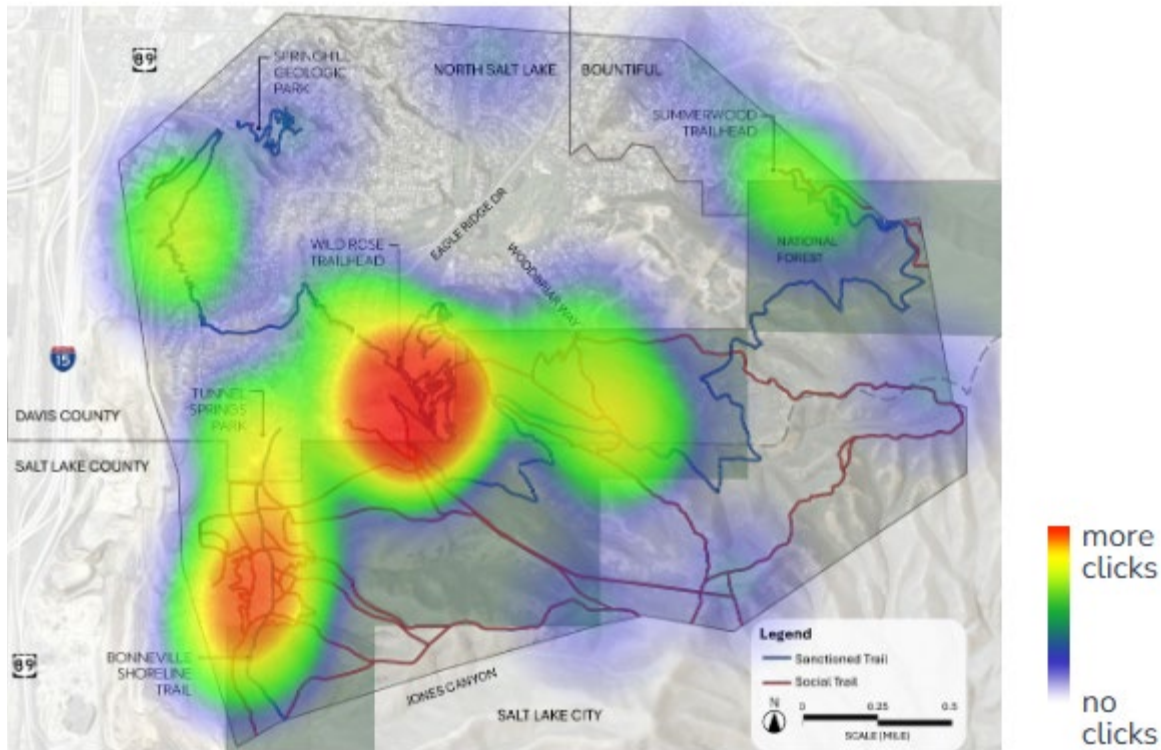


Please click on the map to identify: Area(s) that need additional maintenance

Respondents left 62 “maintenance needed” pins on the map, the majority of which were located at or near the Wild Rose Trailhead, as well as in the Tunnel Springs section of the trail system. Respondents could leave comments with the pins they placed, and 23 did; their comments are listed in the table below with approximate locations. On the in-person engagement boards, two “maintenance needed” stickers were placed at Woodbriar Way Trailhead and along Lost the Lad trail.

View Answer Option:

 Maintenance need



Approx. Location	Comment
Wild Rose Trailhead	Signage is terrible! You can't tell if you're in a bike or hiking trail. This is super dangerous! And all the signs are faded. Even All trails is confused.
Wild Rose Upper	There is a steep, loose uphill at the start of "Wild Rose Overlook (Upper)" that would be nice to have trail rerouted with switch backs for easier use and access.
Wild Rose/BST Connection	Existing connection from wild to BST is steep and rocky.
Wild Rose/BST Connection	The connection to the BST needs to be reworked. It is too steep and loose.
Wild Rose/BST Connection	This section is very steep and requires a hike a bike. It would be nice to have some switchbacks.
Wild Rose/BST Connection	Super steep
Wild Rose Loop	Sometime last year some 'trailwork' was done on the original wild rose trail loop and it was absolutely unnecessary. I imagine it was a youth group or event or something but they dug drains where they were not needed and now the trail condition is much worse which is really unfortunate because the trail was built so well with universal design in mind and used grade reversals and modern techniques very well. But instead of there just being light maintenance done there was real damage done. It would be great to engage whoever did this and work to educate the entire trail using community on trail design and what actually needs maintenance vs what doesn't.

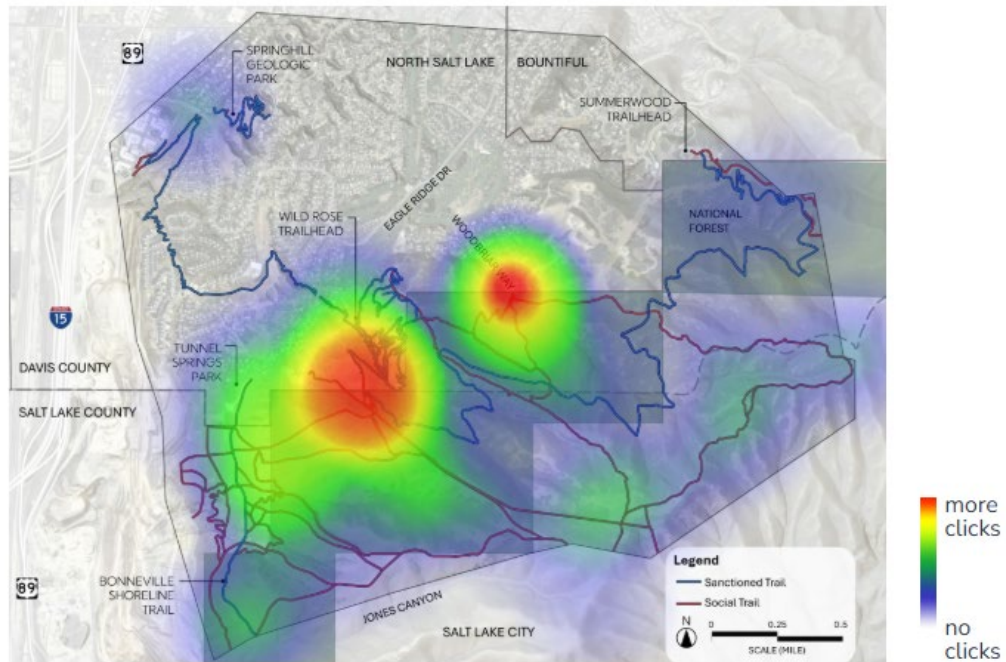
Chukar Loop	The signs for Chukar Loop are unclear. I keep having bikers argue with me when I tell them it's only a foot path.
Tunnel Springs Park	The gate at the back of tunnel springs Park is always muddy.
Tunnel Springs Trailhead	Would be nice to have a trash can at the gate entering the meadow.
Tunnel Springs Trailhead	It would be great to have gravel added to the trail from the trailhead to the first hill (southbound from Tunnel Springs to the cell tower).
Springhill Geologic Park	Washed out
Woodbriar Trailhead	Create a "FOOT TRAFFIC ONLY" trail system. Mountain bikers are terrorizing hikers on low visibility trails at high speeds. ENOUGH mountain bikers trails! It's time to honor the reason these trails exist: HIKERS!
Woodbriar/BST Intersection	Washed out
Tunnel Springs Trails	A lot of dog poop along the trails and off leash dogs
Tunnel Springs Trails	Tunnel Springs (like all trails) has many off-leash dogs, uncollected dog waste, and dog waste bags on the ground.
Tunnel Springs/BST	I think there is a very large need for collaboration with SLC and with UOL (utah open lands) most people do not understand what the Bonn. shoreline preserve is and that it only exists because it was protected by a conservation easement through utah open lands, otherwise it would likely be more homes. People treat it like any thing but a conservation easement. Mtn bike teams are building unauthorized trails, folks have dogs off leash primarily, the amount of family's with portraits taken off trail must be in the 10000's at this point, and unfortunately now we are seeing e-moto usage too. Anyway, but opportunity for engagement and education here.
Tunnel Springs/BST	Erosion. The trail has increased dramatically because when it is muddy, traffic will use the edges that push it out and widen the trail footprint
Tunnel Springs/BST	The whole first section of the BST from tunnel springs Park needs some grading and maybe some fences to prevent trail widening
Tunnel Springs/BST	More signs for the trail that goes over to SLV
Hidden Lakes Trailhead	Motorcycles, trucks and atv's have been accessing this area and causing damage, just up from the trailhead.

Please click on the map to identify: Area(s) where you would like to see additional trail connections. You can place as many markers as applicable.

Respondents left 74 "opportunity for trail connection" pins on the map, many of which were concentrated at Woodbriar Way and on the Wild Rose Trail. Respondents were able to leave comments with the pins that they placed, and 23 respondents did; their comments are listed in the table below with approximate locations. The most common comment was about better connections between the Wild Rose trail and the BST to replace the current steep, dangerous connector (11 comments). On the in-person engagement boards, "additional trail connection" stickers were placed at the Wild Rose/BST connection, at the Woodbriar Way trailhead and in the drainage above, and at Springhill Geologic Park.

View Answer Option:


 Opportunity for trail conn ▾



Approx. Location	Comment
Wild Rose/BST	The trail from wild rose to BST has a trail that is really steep. I would love to see switch backs put in on that section to make it more rideable on Mtn bikes.
Wild Rose/BST	We need a better connector from Wild Rose up to the BST. The super steep rocky trail from the bench up to the trail is not rideable by most.
Wild Rose/BST	Hike a bike section needs a better connection
Wild Rose/BST	Hike a bike needs a better connector
Wild Rose/BST	I would love this to become a sanctioned trail allowing access from Wild Rose towards the far end of tunnel springs
Wild Rose/BST	Connect wild rose with bst
Wild Rose/BST	It would be great to see the BST connected from davis county over to BST hell canyon
Wild Rose/BST	BST just ends here
Wild Rose/BST	Biggest need is to fix the connection between wild rose and bonneville shoreline where it is really rocky and steep
Wild Rose/BST	The biggest pain point on the trail system. Connecting wild rose to BST.
Wild Rose/BST	Extend BST south to connect to SLC. The south access from wild Rose is too steep and loose.
Eagle Ridge	Make a formal trail head that doesn't require entrance into the apartment complex
Woodbriar/Wild Rose	Opportunities for downhill mountain bike trails coming off BST into wild roses and/or woodbriar to relieve some of the traffic on BST.

Woodbriar Trailhead	Parking for access would be great
Woodbriar/Lost Lad	The trail here up to lost lad is really steep. Switchbacks would be awesome.
BST	Link the bst from the south
Tunnel Springs Trails	Better connector
Tunnel Springs Trails	Lots of potential for sanctioned bike trails
Tunnel Springs Trails	A connector from wild rose to tunnel springs would be amazing
Tunnel Springs Trails	The two main things I have an issue with our dog poop and dog poop bags being left on the trail and illegal E motorcycles, E dirt bikes being used on the trail
Lost Lad	Better access to the trails on the south side such as "Lost Lad" etc...

Trail Concerns & Improvements

What specific concerns do you have related to the trails in this project area? Please check your top three concerns

The most common concern listed by respondents was poor trail surface quality (rutting, potholing) (26%), followed by “Other” (22%), difficulty getting where I want to go/trails are not well connected (22%), off-leash dogs (22%), user conflicts (21%), and trash (20%).

The most common “other” write-in comments included concerns about dog poop (10) and bicycle user conflicts with hikers or equestrians (6).

Additional comments made by several users included:

- better signage and wayfinding, especially for restricted or directional trails
- dedicated off-leash dog areas
- better connection from Wild Rose to BST
- more trails and better trail connectivity
- directional mountain biking trails
- poor trail design and minimal maintenance
- vegetation growth and invasive species

Value	Percent		Responses
Poor trail surface quality (rutting, potholing)	25.6%		62
Other - Write In (Required) (click to view)	22.3%		54
Difficulty getting where I want to go / trails are not well connected	21.9%		53
Off-leash dogs	21.5%		52
User conflicts	21.1%		51
Trash	19.8%		48
Erosion or trampled vegetation near trails	18.2%		44
Wayfinding confusion or difficulty	14.5%		35
User created trails (informal/social trails)	12.8%		31
Difficulty accessing trails on foot or bike from nearby neighborhoods	9.1%		22
Difficulty finding parking	8.3%		20
Graffiti and/or crime	4.1%		10
Human encounters with wildlife	2.9%		7

Have you experienced the following conflicts with trail users? Please check all that apply.

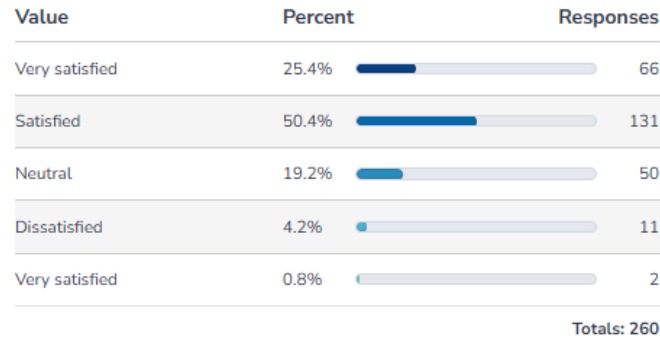
The most common conflict reported was between bikers and pedestrians (38%), followed by conflicts involving dogs off- or on-leash (34%). More than a quarter of respondents (27%) indicated that they had not experienced any conflicts. Conflicts involving e-bikes (20%), crowding (20%), and motorized vehicles (15%) were also concerns for some respondents. Conflicts related to equestrians were among the lowest, with equestrian and bike conflicts reported by 7% of respondents, and conflicts between pedestrians and equestrians reported by 3% of respondents.

Written comments included many conflicts related to e-motorcycles riding on the trails, bikers accidentally riding hiking-only trails or not yielding to pedestrians, and dog poop.

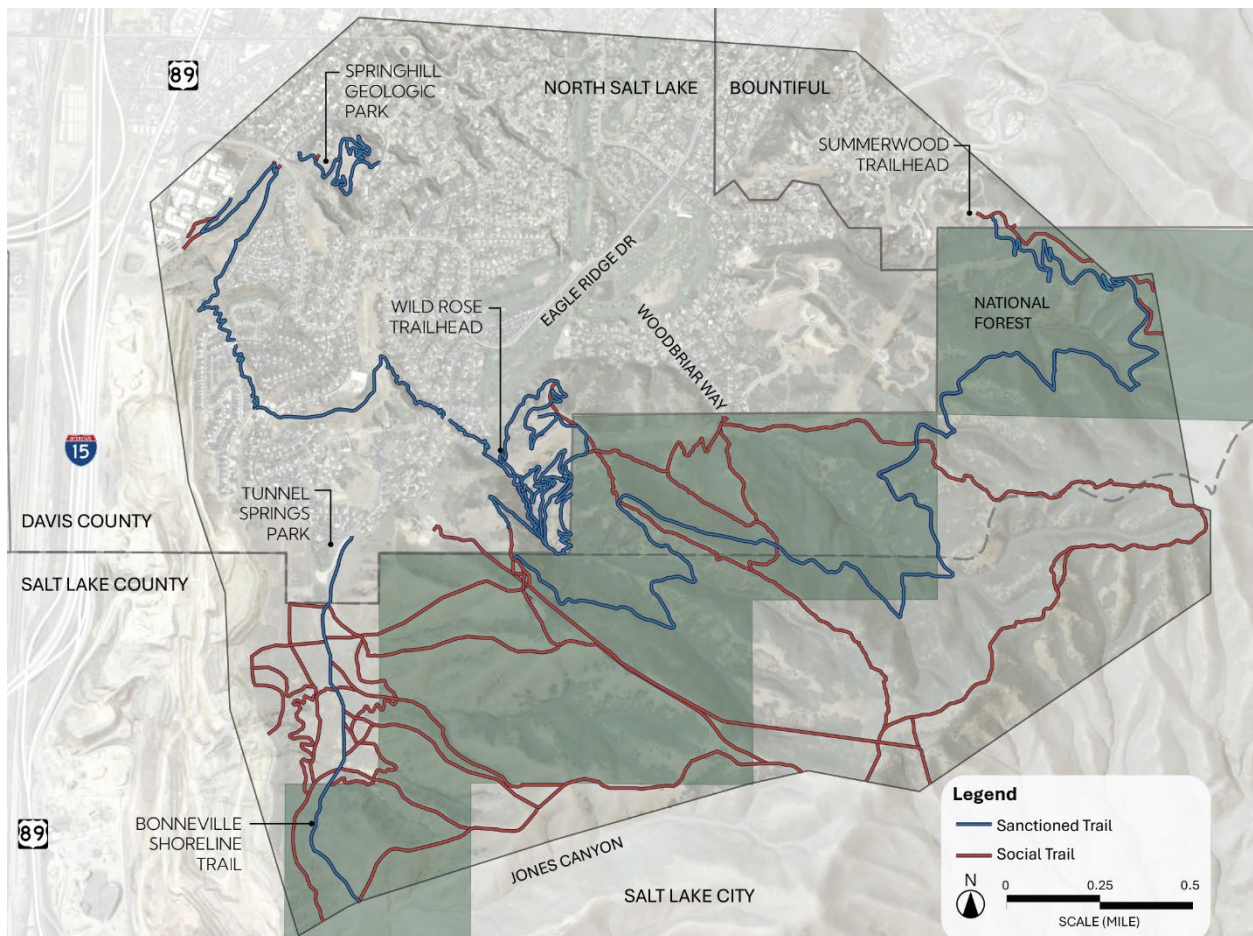
Value	Percent		Responses
Conflict between bikers and pedestrians	37.8%		95
Conflict between pedestrians and equestrians	3.2%		8
Conflict between equestrians and bikers	6.8%		17
Conflict involving dogs off- or on-leash	33.9%		85
Conflict involving motorized vehicles (4x4, OHV, etc.)	15.1%		38
Conflict involving e-bikes	20.3%		51
Crowding	19.5%		49
Other - Write In (Required) (click to view)	7.6%		19
None/Not applicable	26.7%		67

Overall, how satisfied are you with this trail system?

Three-quarters of respondents reported being “satisfied” or “very satisfied” with the trail system. Approximately 19% of respondents were “neutral,” followed by 4% being “dissatisfied” and 1% (2 respondents) being “very dissatisfied.”



If you have ever used the social trails in this map, please tell us why. Please check all that apply.



The most common reason for using social trails on the map was “I didn’t realize they weren’t official trails” (40%), followed by 26% of respondents indicating that they have never used the social trails. Other common reasons included “they are less crowded” (25%), “there are no formal trail connections to the places I want to go” (21%), and “they are more scenic” (21%).

Written comments highlighted reasons including inconsistent or confusing signage (signs for social trails), online trail maps not distinguishing between official and social trails, users with dogs avoiding heavily-trafficked bike trails, extensive use leading social trails to look like official trails, social trails providing better biking terrain, and the need for more and better connections to the Bonneville Shoreline Trail.

Value	Percent		Responses
They provide a more direct route	17.9%		42
There are no formal trail connections to the places I want to go	21.4%		50
They are less crowded	24.8%		58
They feel more natural or less developed	19.7%		46
They are more challenging (steeper, technical, etc.)	17.1%		40
They are more scenic	20.9%		49
They are closer to my home or access point	8.5%		20
I didn't realize they weren't official trails	39.7%		93
I have never used the social trails	26.1%		61
Other - Write In (Required) (click to view)	6.8%		16

What types of improvements would you like to see in the trail system?

Select your top three:

The most common improvement selected by respondents was “additional trails in the area” (46%), followed by “better connections to other trails” (35%), “better wayfinding and signage” (28%), and “improved conditions of existing trails” (24%).

Value	Percent		Responses
Improved conditions of existing trails (e.g., surfacing)	24.0%		56
Improved maintenance of existing trails (vegetation overgrowth, trash, etc.)	21.5%		50
Safer design (visibility, separation of trail uses, etc.)	12.0%		28
Reduced user conflicts on trails	13.7%		32
Fewer informal social / user-created trails	6.9%		16
Protection of the natural resources and landscape around trails	21.5%		50
Better wayfinding and signage	28.3%		66
Better access to existing trails	16.7%		39
Better connections to other trails	35.2%		82
Direct connections to bike lanes, paved paths, etc.	6.0%		14
Additional trails in the area	46.4%		108
Improvements to trailheads (e.g., bike racks, picnic tables, drinking fountains, restrooms, bike repair stations)	11.2%		26
Additional parking at trailheads	6.4%		15

Do you have any other feedback or suggestions you'd like to share?

There were 118 survey respondents who left open-ended feedback to this question, the majority of which can be summarized into the following themes:

Expand trails and improve connections

Many respondents want more trails and better links between Wild Rose, Tunnel Springs, BST, Mueller Park, Bountiful, and Salt Lake City. The Wild Rose-to-BST connection was repeatedly called out as too steep, rocky, or unrideable.

Reduce user conflict through trail design

People suggested more separated-use or directional trails, including hiking-only routes, MTB-only trails, downhill bike trails, and clearer routing to spread out users and reduce crowding.

Improve enforcement and safety

A major concern is safety related to off-leash dogs, fast bikes, e-bikes, e-motorcycles, youth riders, and unclear right-of-way behavior. Respondents asked for more enforcement, penalties, police presence, and etiquette education.

Address dogs, waste, and cleanliness

Dog poop, abandoned poop bags, and off-leash dogs were among the most frequent complaints. Many asked for better signage, leash-law enforcement, and more cleanup expectations.

Add amenities, signage, and maintenance

Respondents requested better wayfinding, clearer bike/hike signage, wildlife or history signs, trail app updates, improved connector trails, traction improvements, shade or water, and kid-focused MTB amenities like pump tracks or skills parks.

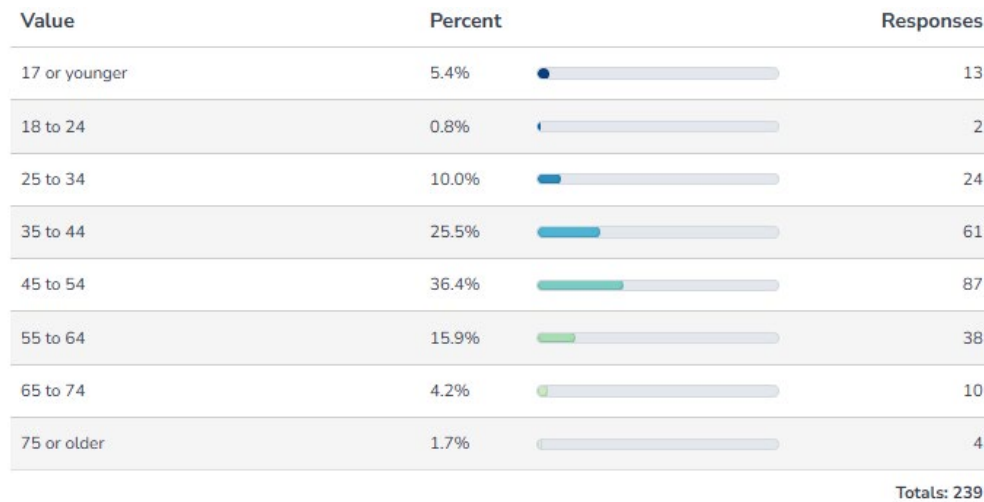
Preserve open space while continuing investment

Many expressed gratitude for the trails and support for continued investment, but also emphasized protecting natural beauty, wildlife, vegetation, public access, and preventing development from encroaching on the mountains and trails.

Demographics

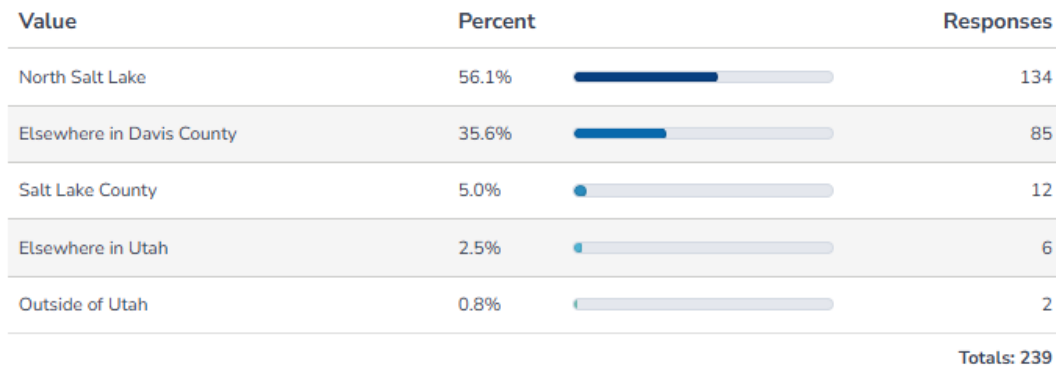
What is your age?

The most common age group who responded to the survey was 45 – 54 (36%), followed by 35 – 44 (26%), and 55 – 64 (16%); respondents aged 35 – 64 accounted for over three quarters (78%) of all respondents. There were notably very few respondents under the age of 24 or over the age of 65, which highlights a gap in information on trail priorities and needs with the youth and older adults who live in North Salt Lake or use these trails.



Where do you live?

More than half of all respondents (56%) live within the city of North Salt Lake. An additional 36% live elsewhere in Davis County, while 5% live in Salt Lake County, and 3% live elsewhere in Utah. 1% of respondents (2 people) live outside of Utah.



Appendix B: Summer 2026 Survey Analysis

Introduction

The Summer 2026 Trails Master Plan Survey was open from June 26th to July 17th to gauge community preferences around recommended management tools, funding sources, and trail improvements to include in the Trails Master Plan. This survey was available for residents and trail users to fill out online and was advertised through a mix of online and print formats. In total, 79 people responded to the survey.

Key Takeaways

- **Residents want continued investment in expanding and improving the trail system.** Expanding the trail system was ranked as the highest management priority, followed closely by maintaining and improving existing trails and facilities. Open-ended comments also emphasized new trail connections, loop opportunities, better trailhead access, and stronger regional connectivity.
- **There is strong support for practical management tools that improve safety and reduce conflicts.** Respondents showed the highest levels of support for improved signage on shared trails, designated uphill/downhill bike trails where feasible, and increased enforcement of trail use rules and etiquette.
- **Respondents appear willing to support dedicated investment in trail improvements.** The strongest funding support was for establishing new local funding mechanisms, followed closely by pursuing outside funding through grants and donations, while lower-cost volunteer-led improvements received the least support, suggesting that residents favor a more proactive investment approach.
- **Dog management, trail etiquette, and user conflicts are key issues to address.** Many open-ended comments focused on conflicts among hikers, bikers, dog owners, and other users, with repeated concerns about off-leash dogs, dog waste, safety, and enforcement.
- **Trail users value trails primarily as places to connect with nature and stay active.** When asked what features would be most important in new trails, respondents most frequently selected opportunities to connect to nature and opportunities to get exercise.

Question Breakdowns

What is your primary activity on these trails? Choose one.

The most common response among survey respondents was hiking/walking (41.8%), followed by mountain biking (31.6%). Trail running was selected by 12.7% of respondents, and walking a dog was selected by 11.4% of respondents. One respondent (1.3%) selected horseback riding, and one respondent selected “other” and wrote in “Gravel Biking.”

Other: Gravel Biking

Value	Percent	Responses
Hiking/walking	41.8%	33
Walking a dog	11.4%	9
Mountain biking	31.6%	25
Trail running	12.7%	10
Horseback riding	1.3%	1
Other - Write In (Required) (click to view)	1.3%	1
Totals: 79		

The plan must balance management needs across the study area. Please rank the following management priorities from 1 (Highest Priority) to 6 (Lowest Priority).

Respondents were asked to rank six different management strategies in order of priority. The response with the highest rank was “**expanding the trail system (formalizing social trails or adding new trails or trailheads)**”, followed closely by “**maintaining and improving existing trails and facilities.**” Respondents placed “improving connectivity of trails to regional trail systems or neighborhoods” in the middle of the rankings, with “protecting natural resources and wildlife habitat” and “improving wayfinding, signage, and stewardship” somewhat lower; “increasing enforcement to improve safety and compliance” ranked last by a significant margin.

Item	Overall Rank	Rank Distribution	Score	No. of Rankings
Expanding the trail system (formalizing social trails or adding new trails or trailheads)	1		329	77
Maintaining and improving existing trails and facilities	2		318	76
Improving connectivity of trails to regional trail systems or neighborhoods	3		298	74
Protecting natural resources and wildlife habitat	4		281	76
Improving wayfinding, signage, and stewardship	5		231	75
Increasing enforcement to improve safety and compliance	6		147	75


 Lowest Rank Highest Rank

To help reduce user conflicts and resource impacts, to what extent would you support or oppose each of the following potential management actions on the trails in this area?

Respondents showed the strongest support for improved signage on shared trails, with 84.6% indicating they “support” or “strongly support” this action. Designating directional bike trails also received strong support (80.7%), followed by increased enforcement of existing trail use rules (71.8%).

Restrictions on certain uses received slightly lower support. A majority of respondents supported restricting e-bikes or motorized use on specific trails (64.1%). Converting existing trails to single-use designations was more mixed, though still supported by over half of respondents. 56.4% supported or strongly supported converting trails to hike-only use, while 23.1% opposed or strongly opposed it. By comparison, 53.9% supported or strongly supported converting trails to bike-only use, while 32.1% opposed or strongly opposed it.

When considering rules around leashed dogs, more respondents favored increased enforcement of existing rules (51.3% “support” or “strongly support”) rather than designating specific trails as off-leash areas (42% “support” or “strongly support”).

	Strongly oppose	Oppose	Neither oppose nor support	Support	Strongly support	Responses
Convert some existing trails to hike-only						
Count	8	10	16	22	22	78
Row %	10.3%	12.8%	20.5%	28.2%	28.2%	
Convert some existing trails to bike-only						
Count	12	13	11	24	18	78
Row %	15.4%	16.7%	14.1%	30.8%	23.1%	
Designate separate uphill/downhill bike trails where feasible						
Count	4	0	11	31	32	78
Row %	5.1%	0.0%	14.1%	39.7%	41.0%	
Increase enforcement of leashed dog rules						
Count	8	12	18	11	29	78
Row %	10.3%	15.4%	23.1%	14.1%	37.2%	
Designate specific trails as off-leash areas						
Count	15	12	18	26	7	78
Row %	19.2%	15.4%	23.1%	33.3%	9.0%	
Restrict or prohibit e-bikes and motorized use on certain trails						
Count	7	8	13	18	32	78
Row %	9.0%	10.3%	16.7%	23.1%	41.0%	
Improve signage on shared trails						
Count	0	0	12	39	27	78
Row %	0.0%	0.0%	15.4%	50.0%	34.6%	
Increase enforcement of trail use rules (trail etiquette, trail use, Leave No Trace, etc.)						
Count	1	1	20	35	21	78
Row %	1.3%	1.3%	25.6%	44.9%	26.9%	
Totals						
Total Responses						78

The City is exploring dedicated funding streams for trail improvements. Please rate your level of agreement with the following statements about potential funding mechanisms.

Over 66% of respondents agreed or strongly agreed that “The City should establish **new local funding mechanisms** to guarantee funding for trail improvements (e.g., bond measure(s), new dedicated local tax).” Outside funding was also supported by survey respondents: 65% agreed or strongly agreed that “The City should prioritize pursuing **outside funding** for trail improvements (such as grants and donations) over spending local funds, even if it means funding will not be guaranteed.”

The option “The City should reallocate existing local funds away from other budget area to guarantee funding for trail improvements” received a moderate amount of support (59.8%), and the option “The City should prioritize lower-cost trail improvement projects that can be completed

primarily by volunteers, even if it means that larger projects cannot be completed” received the least amount of support (33.8%).

	Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree	Responses
The City should establish new local funding mechanisms to guarantee funding for trail improvements (e.g., bond measure(s), new dedicated local tax) Count Row %	3 3.9%	5 6.5%	18 23.4%	31 40.3%	20 26.0%	77
The City should reallocate existing local funds away from other budget area to guarantee funding for trail improvements Count Row %	0 0.0%	3 3.9%	28 36.4%	30 39.0%	16 20.8%	77
The City should prioritize pursuing outside funding for trail improvements (such as grants and donations) over spending local funds, even if it means funding will not be guaranteed Count Row %	2 2.6%	7 9.1%	18 23.4%	31 40.3%	19 24.7%	77
The City should prioritize lower-cost trail improvement projects that can be completed primarily by volunteers, even if it means that larger projects cannot be completed Count Row %	3 3.9%	26 33.8%	22 28.6%	20 26.0%	6 7.8%	77
Totals Total Responses						77

If new trails were added to the system, which trail features or opportunities would be the most important to you? Choose up to three.

The option that the most respondents selected as most important was “Opportunity to connect to nature” (70.5%), followed by “Opportunity to get a workout/exercise” (61.5%). “Trails feel playful and fun” was selected by 34.6% of respondents, followed closely by “Feeling of solitude and privacy” with 32.1% of respondents.

Value	Percent		Responses
Opportunity to get a workout/exercise	61.5%		48
Opportunity to connect to nature	70.5%		55
Feeling of solitude and privacy	32.1%		25
Personal safety while recreating on the trails	17.9%		14
Trails feel playful and fun	34.6%		27
Opportunity to challenge myself	20.5%		16
Opportunity to relax	11.5%		9
Opportunity to connect with friends and family	10.3%		8
Efficient routes that get me where I need to go	17.9%		14
Other - Write In (Required) (click to view)	6.4%		5

“Other” responses:

- Trails should be the width of a sidewalk. The Rose (? correct name) trail reminds me of a short cut my kid made to his friends house, not a walking trail.
- Add some benches out here
- Good signage and reduction of cut trails
- I think designating certain trails or days for use by specific groups reduces conflict and crowding and enhances enjoyment for all. I enjoy riding horses, hiking and mountain biking and would like to see some trails tailored to such activities. For example a hiking/horse riding trail where you don't have to worry about a biker flying up behind you and if I'm biking down a trail I don't need to worry about coming up on a group of hikers. People are usually just great at etiquette but sometimes separation can be good!
- Stimulates my dog. And gives my dog exercise.

Do you have any additional thoughts or ideas you would like to provide about the North Salt Lake trails?

Approximately 45 respondents provided open response comments to this question. Below are the four most common themes; a full list of comments is available at the end of this document.

Trail Expansion, Connectivity, and Access: Residents expressed strong interest in expanding and better connecting the trail system, including new trails, loop opportunities, trailhead access improvements, and regional connections.

- “More trails = less congestion. I love the idea of building them out. Let's keep growing the system. Thank you!!”
- “Create a better access trail for lost lad.”

- “We should build more trails that descend from and connect to the BST.”
- “Please prioritize connecting Bonneville Shoreline Trail's south end to the existing trails in SLC. I realize this requires working with SLC, perhaps you can put some pressure on them to prioritize this on their end as well. Thanks.”
- “A new loop or connector trail up towards woodbriar would be really nice :)”
- “Trails need to connect and be continuous like St. George, where possible.”

Managing User Conflicts and Trail Uses: Many comments focused on balancing the needs of hikers, bikers, equestrians, and dog owners through designated uses, trail design, improved etiquette, and enforcement.

- “Designate separate bike and hike trails. They come into conflict too much. Also, enforce dogs on leash. I've been attacked a few times running on trails.”
- “Stop prioritizing mountain bikers at the expense of foot traffic. Our community is already facing a significant shortage of walking and hiking-only trails. The outdoors should remain safe, quiet, and accessible for pedestrians.”
- “Instead of designated bike/hike trails, you could implement designated on/off-leash trails like Mill Creek Canyon to minimize bike/hike/dog conflicts.”
- “Hikers, bikers and dog owners can figure this out how we share the trails. I believe we need some more reminders.”
- “Perhaps an even odd day split allowing bikers lone access without giving sole access. Essentially equal without shared access for safety. Could also be putting hiking always biking in even and off leash on odd days.”
- “... Leave some trails rugged to slow down bike traffic.”

Dog Management and Enforcement: Concerns about off-leash dogs, dog waste, and safety were among the most frequently repeated comments.

- “Designate separate bike and hike trails. They come into conflict too much. Also, enforce dogs on leash. I've been attacked a few times running on trails.”
- “My dog was attacked & severely injured by an off leash dog. Trail etiquette signs for what users yield to whom used to be very common place at trailheads. I rarely see them anymore & wish the signs would return.”
- “Please enforce leash laws for dogs. Dogs off leash and the accompanying dog poop because owners don't watch their dogs damages the trails as well as putting all the other recreators at risk especially bikers and young children. I personally have been bit by dogs on our trails twice by unleashed dogs. Once the owner swore it was the first and the second the owner yelled at me for being on the trail while his dogs were there. Leashed dogs are better for sharing. Unleashed dog trails are only good for dogs and exclude all other trail users to the benefit of the dogs.”
- “While I appreciate that people have a need to walk their dogs, some dogs that we encounter are aggressive. And, some owners leave dog poop on trails. This is very disappointing and needs to be addressed.”
- “... One reason I am opposed to off leash dogs is that I run these trails often and off leash dogs visit poison ivy and deliver it to people. Owners are usually unaware that their dog is carrying those oils after going berserk on the trail system.”

- “Keep dogs off narrow, steep trails. I was bitten hard last fall by a dog on a short leash. Only about half the dogs I pass are on leash. Too many people do NOT clean up after their dogs. Leave some trails rugged to slow down bike traffic.”

Maintenance, Signage, and Trail Amenities: Respondents frequently emphasized maintaining existing trails and improving wayfinding, safety information, and amenities.

- “The trails desperately need more regular maintenance. Unusable most of the year because of overgrowth. I'd also love better connection to salt lake through tunnel springs.”
- “More waste disposal containers along trails.”
- “More benches, better connections to trailheads”
- “The signage has really improved, really happy and hope it continues to get better. Some signs specify mileage back to WR... which in an emergency could be important. However they don't acknowledge how steep the trail is to create the lower mileage, which would be great info for people that might not handle steep incline/decline well...”
- “Maintain existing trails so they don't get overgrown with brush and shrubbery, work with SLC to build new trails above the Tunnel Springs area connecting. Build a pump/jump track just west of the tunnel springs gravel parking lot.”
- “Trails need to be cleared. The entire trail has been over grown with weeds and grasses over the pathways.”

Question 6 full responses

1. Trails on the west side of the city matter too! Please include the West side for all funding too
2. SUP on the south end of town, connecting down to Beck Street, is often covered in dirt/mud washouts which can make biking unsafe on that path.
3. As a resident of North Salt Lake for over 20 years and an avid outdoor recreationist, I have watched a troubling pattern emerge in our neighboring cities. All too often, local elected representatives make development choices that cater to wealthy enclaves or out-of-town visitors, rather than the everyday citizens who live and pay taxes here. We are at a critical crossroads. Look at the North Canyon and Elephant Rock trails in Bountiful, or Draper's Corner Canyon. Those systems were overrun by catering heavily to non-resident trail users, leaving local residents to deal with the congestion and consequences. I deeply fear NSL is on track to repeat these exact mistakes. North Salt Lake is already fantastic for mountain biking; between the "new" BST, Wild Rose, and Tunnel Springs, that community is well-served. What our community drastically lacks—and what our residents actually need—is peaceful, foot-traffic-only spaces. I urge you to break the mold of nearby municipalities. Show our residents that NSL puts its own community first. Please dedicate our next trail developments exclusively to hiking-only trails, preserving safety, tranquility, and access for the citizens who call this city home.
4. Given the map area there are plenty of trails that already exist and adding more could overcrowd the area. Designating the wild rise loop as uphill only would help funnel mtn bikers to the downhill trail in a safe manner. Mtn biking is my second most common use of these trails but I believe there is not room to responsibly add more mtn bike only trails. Increasing awareness of the portion of the wild rose trail that goes all the down to the valley floor and working to improve it could be a great way to offload some traffic in wild rose park itself. That section is one of my favorites and could support sections of downhill and uphill only to provide a really high quality mtn bike descent.
5. Designate separate bike and hike trails. They come into conflict too much. Also, enforce dogs on leash. I've been attacked a few times running on trails.
6. The wild rose trails, while valued, show that volunteer-built trails can limit the overall experience and leave much to be desired.
7. More trails = less congestion. I love the idea of building them out. Let's keep growing the system. Thank you!!
8. Thank you for working on trails!
9. Thank you so much for asking!
10. My dog was attacked & severely injured by an off leash dog. Trail etiquette signs for what users yield to whom used to be very common place at trailheads. I rarely see them anymore & wish the signs would return.
11. I love having trails that are accessible to me close to home! It helps me stay active and enjoy nature. Thank you for maintaining and improving the trails! It is a great benefit of living in NSL!
12. Thank you for your efforts. And I would like to volunteer for trail building and maintenance.

13. Create a better access trail for lost lad.
14. We should build more trails that descend from and connect to the BST.
15. Thank you for making the priority.
16. I have donated to bountiful trail system and they have done an outstanding job.
17. Please enforce leash laws for dogs. Dogs off leash and the accompanying dog poop because owners don't watch their dogs damages the trails as well as putting all the other recreators at risk especially bikers and young children. I personally have been bit by dogs on our trails twice by unleashed dogs. Once the owner swore it was the first and the second the owner yelled at me for being on the trail while his dogs were there. Leashed dogs are better for sharing. Unleashed dog trails are only good for dogs and exclude all other trail users to the benefit of the dogs.
18. Please prioritize connecting Bonneville Shoreline Trail's south end to the existing trails in SLC. I realize this requires working with SLC, perhaps you can put some pressure on them to prioritize this on their end as well. Thanks.
19. Thanks for all your efforts!!
20. I love loop trails and would multiple routes to get to the same end point. Springhill is a great small example
21. More waste disposal containers along trails.
22. While I appreciate that people have a need to walk their dogs, some dogs that we encounter are aggressive. And, some owners leave dog poop on trails. This is very disappointing and needs to be addressed.
23. I'd love to see a new connector for that super rocky uphill that connects from Wild Rose to Summerwood. Thanks for caring about our trails!! :)
24. Stop prioritizing mountain bikers at the expense of foot traffic. Our community is already facing a significant shortage of walking and hiking-only trails. The outdoors should remain safe, quiet, and accessible for pedestrians.
25. DO NOT DEVELOP NEAR THE TRAILS PLEASE WE NEED TO MAINTAIN THE LITTLE BIT OF NATURE LEFT IN NORTH SALT LAKE PLEASE IM BEGGING YOU
26. Instead of designated bike/hike trails, you could implement designated on/off-leash trails like Mill Creek Canyon to minimize bike/hike/dog conflicts.
27. A new loop or connector trail up towards woodbriar would be really nice :)
28. I strongly support regulating and enforcing bans on motorized usage, which is significantly more damaging and dangerous in shared trails, but hope NSL will still allow pedal-assist e-MTBs, which are truly a different category than machines with throttles.
29. Thanks for reaching out for input! We love using the trail system.
30. The trails desperately need more regular maintenance. Unusable most of the year because of overgrowth. I'd also love better connection to salt lake through tunnel springs.

31. No
32. More benches, better connections to trailheads
33. No
34. I agree that e-bikes with throttles and other motorized vehicles should be considered in a safety ban, but pedal assist Class I e-bikes should be allowed.
35. The signage has really improved, really happy and hope it continues to get better. Some signs specify mileage back to WR... which in an emergency could be important. However they don't acknowledge how steep the trail is to create the lower mileage, which would be great info for people that might not handle steep incline/decline well. I also think that it's worth acknowledging at least at the trailhead that poison ivy is here. One reason I am opposed to off leash dogs is that I run these trails often and off leash dogs visit poison ivy and deliver it to people. Owners are usually unaware that their dog is carrying those oils after going berserk on the trail system.
36. Keep dogs off narrow, steep trails. I was bitten hard last fall by a dog on a short leash. Only about half the dogs I pass are on leash. Too many people do NOT clean up after their dogs. Leave some trails rugged to slow down bike traffic.
37. Maintain existing trails so they don't get overgrown with brush and shrubbery, work with SLC to build new trails above the Tunnel Springs area connecting. Build a pump/jump track just west of the tunnel springs gravel parking lot.
38. I'm supportive of allowing e bicycles on trails, as long as they stay on trails. I don't want motorized or electric motorcycles. I also feel the trail system is good and doesn't need to be expanded, especially if it means additional debt or increased taxes.
39. One of favorite things about where I like are the trails. I love them so much. Thanks for creating spaces like this
40. Hikers, bikers and dog owners can figure this out how we share the trails. I believe we need some more reminders.
41. Trails need to connect and be continuous like St. George, where possible.
42. Perhaps an even odd day split allowing bikers lone access without giving sole access. Essentially equal without shared access for safety. Could also be putting hiking always biking in even and off leash on odd days.
43. The questions here are a but vague, so its harder ro give good feedback. But in general, interconnected trails I terest me the most and expanding current trail system. I don't experience too many shares trail issues and I hike and bike on existing trails somewhat regularly
44. Trails need to be cleared. The entire trail has been over grown with weeds and grasses over the pathways.
45. Thank you for investing in this important community wellness priority!

Appendix C: Trail User Objectives

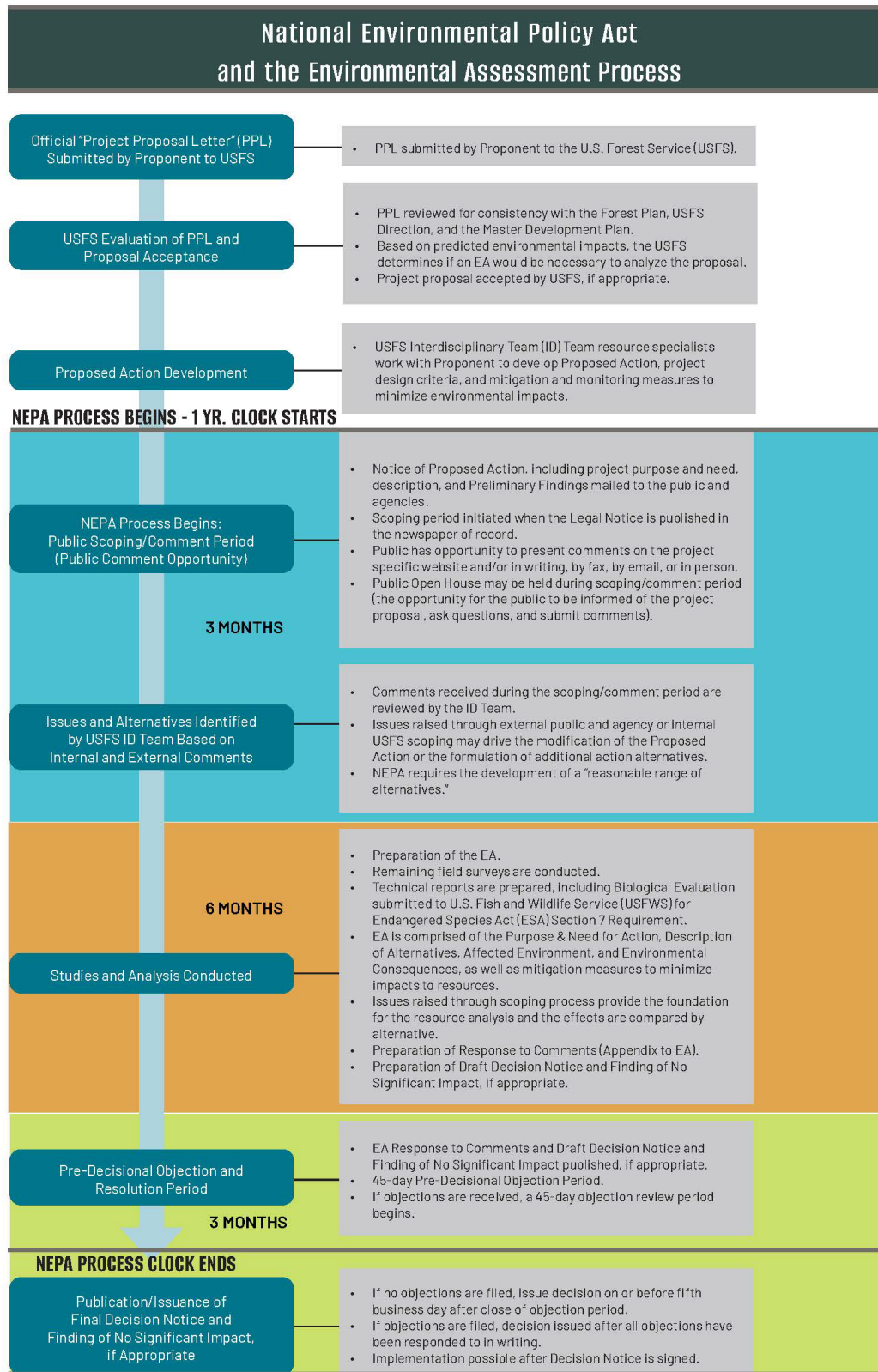
Defining Trail User Objectives for each trail you plan within a trail system helps determine which specific trail elements and features to incorporate into the design to meet those objectives.

The following trail user objectives are outlined in [Mountain Bike Trail Development: Guidelines for Successfully Managing the Process](#).

Typical trail user objectives include:
NATURE - Connecting to nature
ESCAPE - Something that takes you away from your daily grind and allows you to get lost in the experience of riding
SOLITUDE - Getting away from the urban environment and people; being active, alone, and quiet in the outdoors
CHALLENGE - Seeking to improve technical riding abilities; conquering or mastering a trail feature; creating a sense of accomplishment
RISK - Exposure to danger, harm, or loss; intentional interaction with uncertainty
FUN/PLAY/PLAYFULNESS - Engaging in the activity purely for the enjoyment. On a trail, this can mean simply riding from point to point for the enjoyment it brings, or it can mean seeking features to enhance or alter the experience (playfulness). Playfulness is an extremely important characteristic of mountain bike trails and distinguishes mountain bike trail users' experiences from many other trail-users' goals (such as the goals of hikers or equestrians)
EXERCISE - Health and fitness. For some, this is a primary goal; for others a bonus, and for some, an obstacle. Defining the physical fitness needed for a particular ride is important in setting user expectations appropriately. Recognition that some riders have a high skill level and low fitness level (or vice versa) plays an important role in trail planning
VARIETY - Multiple trail options as well as diversity of experience within a trail system. Variety should be provided in several forms where possible: trail skill rating, features, surface, setting, grade, distance, etc.
CONNECTIVITY - Series of loops and/or trail segments linked by other trails or transportation routes. This allows for a customized experience, change of plans, adding onto a ride
SOCIALIZING - Provides a shared experience and improves the comfort level for riders. Mountain biking is often a social activity. Offering "go-arounds" for more challenging features can allow riders of differing skill levels (within reason) to still ride together and both have fun, adding to the social value
SAFETY/SECURITY - Could range from trailhead security for parking to personal safety unrelated to recreational use
EFFICIENCY - Getting to a destination or accomplishing a task with the least amount of time or effort expended. In mountain biking, efficiency is more commonly associated with trails that are designed to get riders to the "good stuff," such as a return climb that allows riders to repeat fun trail sections over and over, or a road connection between trails

Appendix D: NEPA Process: Environmental Assessments and Categorical Exclusions

The documents below outline the process and typical timeline for Environmental Assessments and Categorical Exclusions under the National Environmental Policy Act.



NATIONAL ENVIRONMENTAL POLICY ACT AND THE CATEGORICAL EXCLUSION PROCESS

